Sec. 12-32.500. "RAC" Regional Activity Center Districts

RAC-RTW:	**Regional Activity Center-Research and Technology District West**
RAC-RTE:	**Regional Activity Center-Research and Technology District East**
RAC-ED:	**Regional Activity Center-Educational District**
RAC-TC:	**Regional Activity Center-Town Center District**
RAC-ND-2:	**Regional Activity Center-Downtown Neighborhood District, Low-Density**
RAC-ND-4:	**Regional Activity Center-Downtown Neighborhood District, Medium-Density**

(RAC-AV: Regional Activity Center-Academical Village District, which applies to the Nova University Campus is self contained within Division 12-32.400. None of the provisions of this Division apply to the RAC-AV.)

Sec. 12-32.501. Introduction.

In 1998 the Town of Davie enacted a Regional Activity Center land use category for the east side of the Town of Davie, generally bordered by University Drive, I-595, Florida's Turnpike, and the C-11 Canal adjacent to Griffin Road. The total area designated Regional Activity Center on the land use plan map exceeds two thousand, two hundred (2,200) acres, of which more than seven hundred and fifty (750) acres are part of the South Florida Education Center (SFEC). The SFEC is a collection of educational institutions located in proximity to one another, and sometimes sharing campus space. The purpose of creating the Regional Activity Center land use plan designation was to enable the town to comprehensively plan for the area as one mixed-use unit, thereby coordinating land use with transit opportunities, and capitalizing on the potential of the SFEC to grow, creating spin-off research and product development, as well as housing opportunities in areas designated for redevelopment, both of which would contribute to the economic feasibility of redeveloping Downtown Davie.

Several years later, the Metropolitan Planning Organization (MPO), working with the Federal Transit Administration (FTA) and Florida Department of Transportation (FDOT) began planning the preliminary design for east-west rapid transit along the Interstate 595 corridor. The SFEC was seen as a major contributor to potential ridership. The Town of Davie subsequently contracted with a multi-disciplinary team to complete a year-long master plan study of the entire Regional Activity Center. The master plan targets urban-scale redevelopment of community and regional significance that is keyed to a long-term mass transit strategy of developing transit corridors, peripheral parking facilities and greenways that are coordinated with a proposed Central Broward east-west transit station location at the northern terminus of College Avenue.

The master plan, adopted in 2006 by the town, serves as a blueprint for creating an eastern mixed-use village premised upon the unique collaborative opportunities for redevelopment and economic development related to the SFEC as a resource, and transit and other modes of mobility as the other vital component that would facilitate the area known as the Regional Activity Center in fulfilling its land use designation as a "redevelopment of regional significance."

These land development regulations and design standards are intended to implement the adopted master plan. The entire report on these phases of work can be found on record with the Town of Davie.

Sec. 12-32.502. Terminology and abbreviations.

Definitions of terms unique to the "RAC" Regional Activity Center zoning districts are defined in Sec. 12-32.527. A few key terms and abbreviations necessary for understanding the totality of the RAC Districts regulations are defined in this Section.

(A) The term "RAC Districts" shall mean Davie Regional Activity Center zoning districts.
(B) The terms "These Regulations" and "This Division" shall mean the Regulations of Subdivision 12-500 of the Unified Land Development Code, Chapter 12.
(C) The term "Master Plan" refers to the Regional Activity Center Master Plan adopted by the town council.
(D) The abbreviation "BTL" shall mean Build-To-Line.
(E) The abbreviation "TOD" shall mean Transit-Oriented Development.
(F) The abbreviation "SFEC" shall mean South Florida Education Center, comprised of four (4) universities, a vocational and technical school, and public magnet grade school.
(G) The abbreviation "DU/AC" shall mean Dwelling Units per (gross) Acre.
(H) The abbreviation "SFR" shall mean detached Single-Family Residence.
(I) The abbreviation "R&D" shall mean Research and Product Development.
(J) The abbreviation "GFA" shall mean Gross Floor Area

Sec. 12-32.503. Intent/purpose.

The intent of the RAC districts is to provide for the redevelopment of a multi-modal, pedestrian-friendly, and thoroughly interconnected mixed-use village that encourages significant regional redevelopment. The districts have an opportunity to integrate the unique educational culture of the SFEC to create an unparalleled location to live, work, and play. The RAC districts promote the development of a pedestrian and transit-oriented, mixed-use community through the vertical mixing of uses, transit-supportive intensities, and the shaping of urban form.

In order to account for the large scale and varying conditions of the RAC districts, it is imperative that priorities and flexibility be built into regulating the redevelopment of the area. Understanding the intent for each district is important as redevelopment occurs. Therefore the principles that implement the intent for each district are listed for review. Flexibility has been built into the regulations in the form of the design adjustment process (see Sec. 12-32.523). The principles listed throughout these regulations serve as performance criteria used to evaluate site plans, permits and requests for design adjustment.

It is the intent of these regulations to encourage (re)development by providing certainty and predictability in the development review process through clear and certain direction as to the desired development outcome.

It is also the intent of these regulations to encourage (re)development consistent with certain objectives of these regulations as outlined in Sec. 12-32.509(F) by substantially expediting the standard site plan review process and by providing intensity and/or financial incentives; by replacing the variance (hardship) process with a design-oriented variation process that offers more flexibility and predictability; and, by requiring fewer off-street parking spaces and providing for flexible parking location.

The adopted RAC Master Plan established several objectives that the RAC district regulations are intended to implement, as follows. It is important that these regulations be evaluated periodically to ensure that all necessary steps are being taken to implement the RAC Master Plan.

Transit-Oriented Development

(A) A park-once philosophy; shared private/public structured (or interim surface) parking is encouraged at strategic locations with connecting shuttle service.
(B) Achieve a reduction in roadway congestion through the above-referenced peripheral shared parking opportunities, as well as convenient and enticing pedestrian ways, and convenient transit service.
(C) Establish on-street parking throughout the RAC districts in order that a larger proportion of private property can be developed through reduced reliance on off-street parking; and to enhance the walkability of streets by slowing the speed of traffic and buffering sidewalks from vehicular traffic.
(D) Establish a core area of regional transit-supportive uses and intensity. Transit-Oriented Development shall be a key component.
(E) Strongly encourage buildout to the highest permissible density and intensity within one-half (1/2) mile of the proposed east-west regional transit station at the College Avenue and SR 84 intersection.

Open Space and Connectivity

(F) Encourage the provision of area-wide water retention via curvilinear canals and water bodies with adjacent pedestrian ways to transform surface drainage features into greenways. Where area-wide drainage infrastructure is not available, encourage the use of underground stormwater vaults for retention.
(G) Gradually create a systematic and interconnected open/public space component that serves the functions of greenspace relief from an urban environment, recreation and a conduit for pedestrian and bicycle travel.
(H) Achieve a street network that offers alternative routes via parallel streets.
(I) Encourage a variety of pedestrian, bicycle, and vehicular routes that provide appropriate connections to surrounding roadways.
(J) Provide pedestrian and bicycle amenities to encourage these modes of mobility.

Establish Regionally Significant Uses with Links to SFEC

(K) Provide flexibility in the permitted uses of land while not precluding re-use for the primary intended uses, nor precluding infill of urban intensity. Examples include allowing several uses within a building that is designed to ultimately house a research and product development use, or future ground floor retail that may not be supported by current market conditions.
(L) Whenever a site is developed at a relatively low intensity relative to the maximum permitted intensity, the site and improvements thereon should be designed and constructed to enable buildout of the site at the maximum allowable intensity at some future time without the need for substantial demolition. Known as “beginning with the end in mind,” this approach may, for example, involve designing and constructing buildings to accommodate vertical expansion and designing surface parking lots to eventually accommodate a parking structure.

Housing and Residential Density

(M) Allow and encourage a variety of housing types and price points through varying maximum densities, creative dwelling configurations, mixing of uses, incentives, and accessory dwellings.
(N) To the extent that comprehensive plan density and RAC future land use plan category provisions permit, the number of dwelling units that can be constructed on a lot shall be governed by building and site design, and not a maximum density calculation.

Urban Form

(O) Encourage visual interest by ensuring the building and visual landscapes are accented rather than their parking facilities.

(P) Bring buildings to the roadway, ensure proper proportioning and require continuous building facades to "enclose" designated streets in order to help create a lively and visually appealing environment that invites people to live, locate businesses, and spend time shopping, dining and interacting with others.
(Q) Require the location of on-site parking facilities in the rear yard, accessed when possible through rear alleys or side streets.
(R) Provide for public amenities and pedestrian conveniences.

Sec. 12-32.504. Applicability.

(A) The regulations and intent statements contained herein together comprise a policy blueprint for development.

(B) The RAC districts together encompass all land designated RAC on the future land use plan map, except for the following areas: land zoned “RAC-AV” Academical Village (See Division 12-32.400); land south of the RAC-AV situated between University Drive and SW 76th Avenue; land south of the C-11 Canal; the Eastside Neighborhood Special Zoning District; and, the Lauderdale Little Ranches and Lauderdale Little Ranches 1st Addition subdivisions recorded in Plat Book 21, Pages 23 and 28 respectively of the Broward County Public Records, and located adjacent to, and east of, the Florida Turnpike, and north of Orange Drive.

(C) In case of conflict with any other regulation of Chapter 12, “Land Development Code,” this Subdivision 12-500 shall take precedence. The RAC district regulations shall specifically prevail over any other regulations of Chapter 12 pertaining to uses, site development and intensity standards, building size or scale, district performance standards, dimensions, area, separation, coverage, yards, open space, and frontage.

(D) In the case of conflict with any court-ordered settlement agreement or F.S. Ch. 1013 campus master plan adopted prior to the adoption of these regulations, the settlement agreement or campus master plan shall prevail to the extent provided therein or by applicable law. It is anticipated, however, that campus master plans will be amended consistent with these regulations, to the extent possible, no later than the next required update.

(E) Uses of land which were originally established within the M-3 (Hacienda Village) zoning district prior to February 6, 2008 shall not be considered in conflict with these RAC regulations (Sections 12-32.500 through 12-32-528) and may continue to operate and expand pursuant to the M-3 (Hacienda Village) zoning requirements until February 6, 2038. This paragraph is not intended to prohibit any landowner from voluntarily complying with the RAC regulations at any time.

(F) All RAC districts are subject to provisions of the future land use element of the comprehensive plan, which establishes a maximum number of dwelling units and nonresidential area that can be constructed within a district. Therefore, while any given property within a RAC district can be developed to an intensity specified in these regulations in the form of impervious area, stories and height, the ability of development on any given parcel to reach its maximum allowable intensity hereunder is subject to the availability of dwelling units and/or nonresidential floor area within the Regional Activity Center land use plan designation, as specified in the future land use element. However, each conforming property is entitled to the level of development authorized by the town’s zoning and land development regulations prior to the establishment of the RAC districts. Additional development allowance shall be allocated on a first-come, first-serve basis.

(G) All new development and redevelopment within the RAC districts shall be consistent with the principles, intent and requirements of these regulations, except as provided in sec. 12-32.516, "Nonconformities."

Sec. 12-32.505. Transit-oriented streets.

(A) Principles.

(1) Transit-Oriented streets are mixed-use arterial or collector thoroughfares, with designated transit lanes in most cases, wide sidewalks, and buildings placed close to the street and built to the side lot lines in order to provide a sense of enclosure to the street corridor.

(2) Transit-Oriented streets are primarily located within a five (5) minute walk from the proposed light rail station at the College Avenue and SR 84 intersection, the center of the university campuses, or downtown Davie.

(3) Transit-Oriented Development is encouraged along these streets in order that a sufficient mix and intensity of uses exists to support transit use and minimize the need for private automobile travel for those working, shopping, getting an education, and/ or living on or near such a street.

(4) Retail, restaurant, and entertainment uses are encouraged on the ground floor, but are not required. Residential development on upper floors is encouraged. Residential use should compliment and "play off" the other uses it is mixed with. For example: Industrial artist/ craftsman lofts, live/ work buildings, or transit-oriented housing.

(5) The mix of these uses is needed to ignite a vibrant street experience and offer a mix in shopping destinations.

(6) Buildings along Transit-Oriented Streets should be architecturally interesting.

(7) Transit-Oriented Streets should be framed by urban blocks. The characteristics of urban blocks are identified in Sec. 12-32.508, "Components of Place; Streets and Blocks**."**

(8) The intersections of College Avenue and SR 84, and SW 30th Street and University Drive are located directly on the trunk line transit network, and are considered Urban Transit-Oriented Nodes. Additional planning and urban design should occur for the area around these intersections ensure an efficient location of the transit stop, park and ride facilities, center of activity, residential areas, secondary areas, and new connectors and local streets where necessary.

(9) The following intersections are located on a local feeder bus line within ten (10) minutes travel time from a trunk transit line. Additional planning and urban design should occur for the area around these intersections ensure an efficient location of the transit stop, park and ride facilities, center of activity, residential areas, secondary areas, and new connectors and local streets where necessary.

a. Nova Drive and College Avenue
b. Davie Road and Oakes Road (future)
c. Davie Road and Orange Drive

(B) Requirements

(1) The following are Transit-Oriented streets:

- Davie Road
- College Avenue
- Nova Drive
- SW 30th Street
- Orange Drive
- Oakes Road (future)

(2) Transit-Oriented Streets are treated differently than other streets in that building frontage on such streets shall be structurally designed to accommodate first-story nonresidential use through a minimum floor-to-ceiling ground floor height, and must contain at least two (2) stories. Additionally, buildings that will have at least fifty (50) percent of their street frontage situated within four hundred (400) feet of the center of the intersection of any two (2) Transit-Oriented Streets are required to have a minimum of two (2) use types as classified on Table 12-32.507(C) (ex: retail and office, retail and residential, etc.). Ground floor street frontage on all Transit-Oriented Streets shall consist of retail-conducive storefronts incorporating features such as frequent entries, attractive signage, and display windows to enhance the pedestrian experience.

(3) Table 12-32.507(C), "Table of Permitted Uses", Table 12-32.509(E), "Intensity of Use Standards", and Table 12-32.510(C), "Site Development Standards" regulate developments fronting Transit Oriented Streets separately from development within the same zoning district but not fronting a Transit-Oriented Street . For example, a property fronting Nova Drive, a Transit-Oriented Street, is regulated in the listed tables under the column "Transit-Oriented Street" and not under the columns "RAC-ED" or RAC-RTW districts.

(A) Where a Transit-Oriented Street regulation pertains to a building (ex: use, height, and all site development standards within Table 12-32.510(C), or a lot (ex: use, impervious area and open space), such regulation shall control over the corresponding zoning district regulations for the entirety of the building and lot with frontage on the Transit-Oriented Street, except as provided in (B), below.

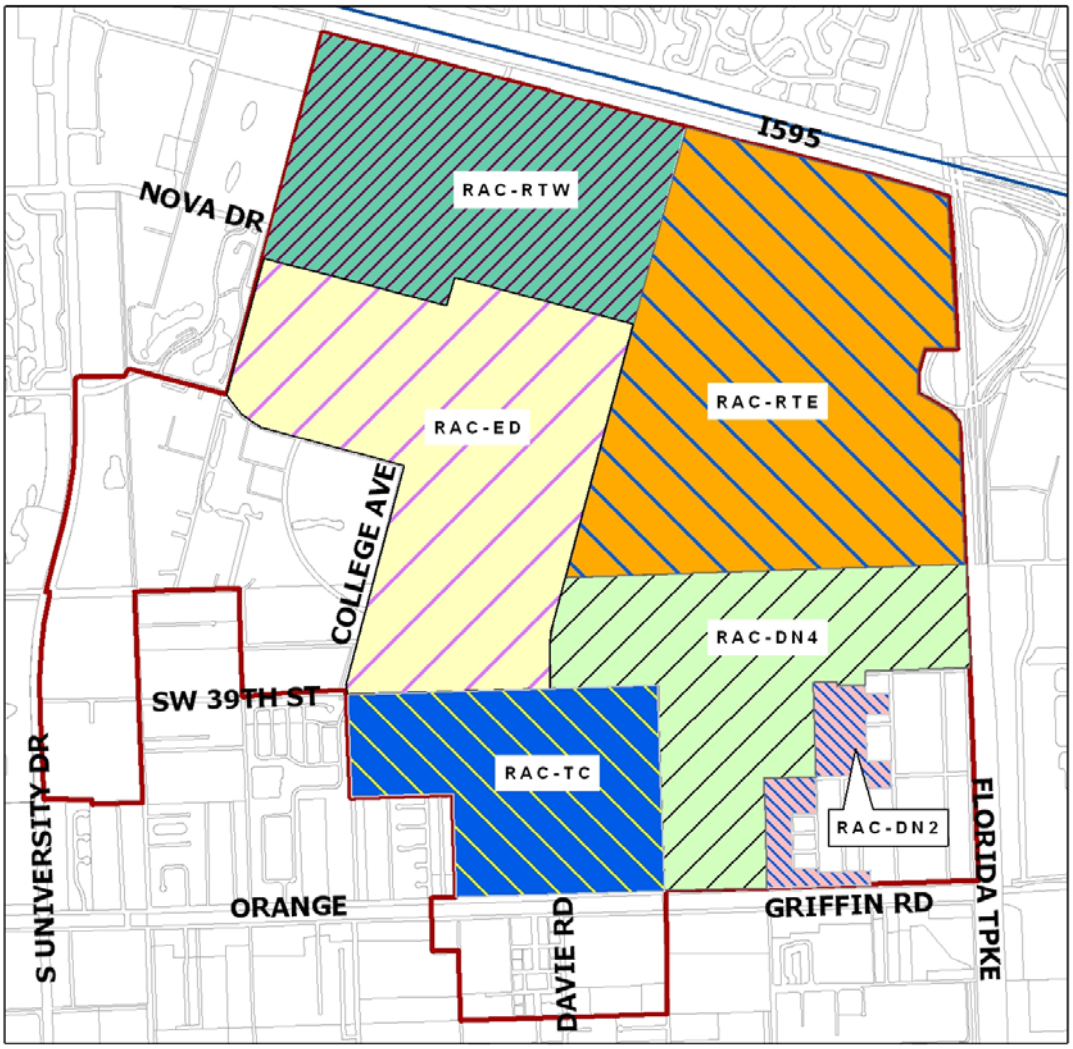
(B) It is the intent of these regulations that lots fronting Transit-Oriented Streets be part of urban blocks as characterized in Sec. 12-32.508, "Components of Place; Streets and Blocks." However, this urban block requirement as it applies to lot and block depth is not mandatory in the RAC-ED, RAC-RTW and RAC-RTE districts, which contain some large parcels in excess of one hundred (100) acres, and which may or may not be subdivided into numerous smaller frontage blocks and lots. To the extent that the Transit-Oriented Street frontage of very large parcels is not divided into blocks consistent with the dimensions in Sec. 12-32.508 (for example, a 50-acre campus-type development with only one access road onto a Transit-Oriented Street), , the regulations applicable to development fronting Transit-Oriented Streets shall be applied to each entire block fronting a Transit-Oriented Street or the first six hundred (600) feet of lot depth (a basic block depth dimension) measured inward from the street line of the Transit-Oriented Street, whichever distance is less.

Sec. 12-32.506. RAC districts; intent and requirements.

The intended form and character for each of the six (6) RAC zoning districts is described in this Section through narratives, illustrations, and images. Principles vs. requirements for the developer to adhere to are clearly identified.

It is noted that a portion of the SFEC encompassing Nova Southeastern University is zoned RAC-AV, which is a separate and independent set of regulations established in Section 12-32, Subdivision 400.

Figure 506-1. RAC zoning districts.



(A) Davie Regional Research and High Tech District West District (RAC-RTW)

(1) General Boundaries. North: SR 84; south: Nova Drive from Davie Road to College Avenue, and approximately 300 feet south of Nova Drive west of College Avenue; east: Davie Road; west: SW 71st Terrace.

(2) District Intent and Character. It is the intent of this district to promote regionally significant development that includes research and product development (R&D) facilities that compliment the education and research institutions of the SFEC and offer the possibility of adaptive reuse of existing warehouse buildings.

New developments must be sensitive to the existing cemetery. Key multi-modal connections along College Avenue and Davie Road are vital to the overall success of this district. The potential for regional east-west transit along Interstate 595 calls for high-intensity residential and employment development, and public parking facilities to serve the entire Regional Activity Center, proximate to this potential transit alignment, centered near the northern terminus of College Avenue at SR 84.

(3) Development Pattern. It is the intent of this district that the existing street network of north-south and east-west streets be maintained and enhanced by infilling the existing "superblocks" (see Figure 506-2 below) with additional streets created as the area redevelops over time. A master street plan should be developed that determines approximately where new and extended streets should occur to substantially improve east-west connectivity within this district, and where mid-block alleys are feasible and should be provided.

It is further intended that buildings will be placed close to, and oriented towards, perimeter streets in order to contribute to pedestrian activity on the streets and the attendant viability of retail and service establishments. Accordingly, parking should be internalized within a block, behind the buildings.

Given the existing superblock pattern, it is expected that some blocks will continue to exceed the ideal dimensions identified in Sec. 12-32.508, "Components of place; streets and blocks" after dedications are made. Within superblocks, it is permissible for there to be considerable internal building orientation provided that: perimeter buildings must still engage edge/ perimeter streets; that parking is located behind the buildings; and, that pedestrian connections within and external to the development are provided. Figure 506-2 below illustrates the superblock pattern that consists of large blocks with a considerable number of internal buildings, oriented to parking facilities. The superblock is contrasted in the graphic with a basic urban block representative of a future condition in the RAC-TC District, where all buildings front and engage the street, and rear access is often provided via alleys for parking and loading functions.

The only Auto-Oriented street is SR 84, which is characterized by high speeds and few traffic lights. In contrast to the remainder of the district, properties fronting SR 84 are required to provide a landscaped separation from the roadway.

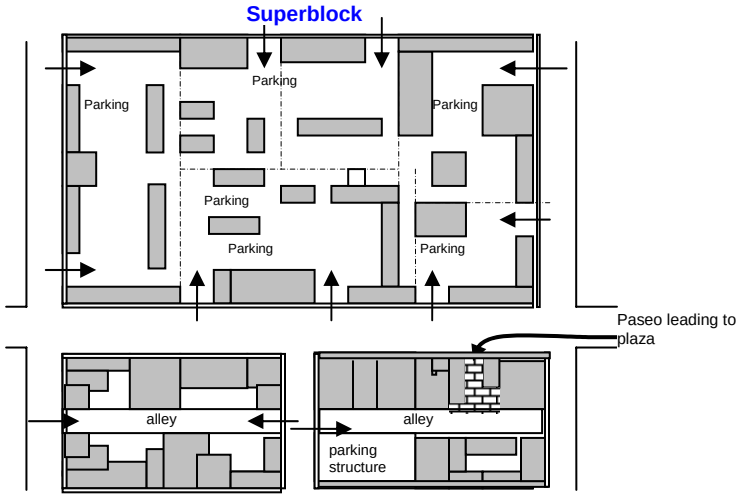


Figure 506-2

(4) Principles and Objectives.

(a) Shared structured parking proximate to the proposed I-595 and College Avenue transit station with connecting shuttle service.

(b) The College Avenue, Davie Road and Nova Drive corridors should support and compliment the functions of the SFEC by providing residential opportunities and supporting retail and service opportunities.
(c) Re-use or redevelopment of industrial parcels for R&D, technology businesses and other university support uses, as well as residences and neighborhood services.

(5) Requirements.
(a) Permitted uses for this district can be found in Table 12-32.507(C)
(b) Intensity standards for this district can be found in Table 12.32.509(E)
(c) Site development standards can be found in Table 12-32.510(C)
(d) Building frontage regulations can be found in Section 12-32.511

(B) Davie Regional Research and High Tech District East District (RAC-RTE)

(1) General Boundaries. SR 84 to the north, the Oakes Road alignment to the south, Florida's Turnpike to the east, and Davie Road to the west.

(2) District Intent and Character. High potential for immediate development is the focus for this district. It is the intent of this district to promote regionally significant development that includes large-scale commercial development, and R&D that is complimentary to the educational and research institutions of the SFEC.

More than one hundred (100) acres of lake can potentially be filled and developed. It is recognized that commercial or R&D use of these properties will likely serve as a catalyst for urban infill and redevelopment of the RAC. Mixing of retail and office uses with residential is encouraged.

(3) Development Pattern. There is no established street pattern within this district, which is comprised of large parcels and water. The regulations governing development within this district allow for flexible use of land, provided that key multi-modal connections are provided as shown on the adopted RAC master plan, consisting of the proposed Oakes Road extension west over Florida's Turnpike to Davie Road, and the extension of Reese Road south to Oakes Road. The master plan also encourages the creation of an additional east-west corridor in the vicinity of Nova Drive or to its north, that will connect Davie Road with Reese Road.

Reese Road is considered an auto-oriented street where it parallels 84 and Florida's Turnpike.

(4) Principles and Objectives.
(a) Development of well-planned, large-scale commercial, office, entertainment, lodging, R&D, and technology uses, with a residential component.

(b) Catalyzing redevelopment of Davie's Regional Activity Center, and serving as a major draw of people to the area.
(c) Provide additional tax base for the town in an appropriate location.

(5) Requirements.
(a) Permitted uses for this district can be found in Table 12-32.507(C)
(b) Intensity standards for this district can be found in Table 12.32.509(E)
(c) Site development standards can be found in Table 12-32.510(C)
(d) Building frontage regulations can be found in Section 12-32.511

(C) South Florida Education District. (RAC-ED)

(1) General Boundaries. North: approximately 300 feet south of Nova Drive; south: S.W. 39th Street; east: Davie Road; and, west: College Avenue in the southern portion of the RAC-ED, and the southerly extension of SW 71 Terrace in the northern portion of the RAC-ED, encompassing the University of Florida agricultural field station.

(2) District Intent and Character. This district is unique to the others in that it is primarily occupied by educational entities including: Broward County School District; Broward County Community College; Florida Atlantic University; University of Florida IFAS; Mc Fatter Vocational Center; and, Nova Southeastern University. Together, these schools are known as the South Florida Education Center (SFEC).

The focus of this district is to reduce vehicular impact on area roads as well as maximize land available for educational purposes. For the car to no longer dominate the landscape on these campuses, mobility alternatives must be provided, and parking should be centralized and structured, with connections to transit. Surface lots should be infilled with shared parking garages and education facilities. Strong multi-modal connections throughout the campuses are also vital along College Drive and Davie Road. Key pedestrian connections to the library and performing arts center centrally located in the district are encouraged.

(3) Development Pattern. The district is mainly comprised of educational campuses, characterized by a minimal number of roadways and general lack of interconnectivity, but also characterized as relatively cohesive and master planned developments on large parcels with focal and centralized open spaces and a pedestrian network that can be further enhanced. The campuses are characterized by outlying, on-site parking facilities with a park-once philosophy.

It is the intent of this district to further develop the park-once philosophy by locating the parking off-campus proximate to the proposed east-west regional transit along the Interstate 595 corridor, with connecting north-south local transit. Achievement of this objective has the potential to reduce traffic congestion in and around the campuses, and to increase developable land on the campuses by reducing the amount of campus space that is occupied or planned for parking facilities.

(4) Principles and Objectives.
- (a) Reduction of surface parking, replaced by structured parking and new buildings with ground floor retail and service uses oriented towards College Avenue and Nova Drive.
- (b) Off-campus parking on the perimeter of the RAC with transit connections to the SFEC campuses.
- (c) The College Avenue, Davie Road and Nova Drive corridors should support and compliment the functions of the SFEC by providing residential opportunities and supporting retail and service opportunities. For this to occur, the colleges would need to eliminate much of the existing surface parking along College Avenue and replace it with structured parking and intervening buildings that front College Avenue.

(5) Requirements.
- (a) Permitted uses for this district can be found in Table 12-32.507(C)
- (b) Intensity standards for this district can be found in Table 12.32.509(E)
- (c) Site development standards can be found in Table 12-32.510(C)
- (d) Building frontage regulations can be found in Section 12-32.511

(D) Davie Town Center District. (RAC-TC)

(1) General Boundaries. S.W. 39th Street and its easterly extension to the north, the C-11 Canal to the south, SW 61st Avenue to the east, and the RAC boundary to the west.

(2) District Intent and Character. Located in the southern portion of the RAC, this district is also known as Downtown Davie, and is located within the Community Redevelopment Area. A portion of the RAC-TC District is governed by the Western Theme Overlay District Development Manual architectural and signage standards, which in the case of conflict take precedence over the architectural and signage standards and guidelines of this Division within Western Theme Overlay District. The district's focus will be on-street life and the civic center of the town. Town Hall and the Rodeo Grounds will anchor the area west of Davie Road. East of Davie Road, the area will be allowed to develop organically, with few constraints as to the location of use types, as a true mixed-use neighborhood including retail, office, service, lodging, and residential uses. These uses may occur in any compatible combination that complies with standards and regulations of this Division. Town Hall and Rodeo Grounds improvements, as well as a renewed commitment to the street will drive redevelopment renewed vibrancy in this district.

(3) Development Pattern. The existing street pattern is a semi-urban grid variation. A true urban grid pattern has north-south and east-west streets at regular and closely-spaced intervals. Missing street segments and new streets shown on the Downtown Davie Master Plan or subsequent plans for the area, should be infilled for better mobility.

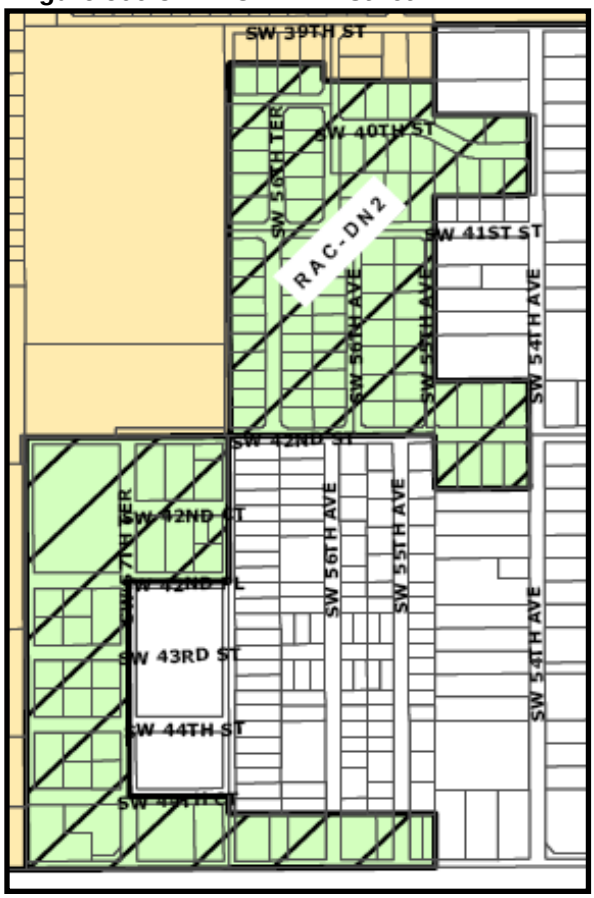
(4) Principles and Objectives.
(a) Water retention handled in underground storage vaults and through pervious green space.
(b) The RAC-TC is envisioned as a mixed-use village.
(c) Centralized parking facilities to reduce on-site parking reliance.

(5) Requirements.
For areas designated Western Theme Overlay District:
(a) The Western Theme Development Manual shall control architecture and signage.

For all other areas of the RAC-TC District:
(b) Permitted uses for this district can be found in Table 12-32.507(C)
(c) Intensity standards for this district can be found in Table 12.32.509(E)
(d) Site development standards can be found in Table 12-32.510(C)
(e) Building frontage regulations can be found in Section 12-32.511

(E) Davie Downtown Neighborhood District, Low-Density. (RAC-ND-2)

Figure 506-3. RAC-DN2 District.



(1) General Boundary Description. Generally located north of Orange Drive, south of SW 39th Street, east of SW 59th Avenue and west of SW 54th Avenue.

(2) District Intent and Character. This residential district has the opportunity to serve the entire RAC with a diverse offering of housing types and price points. The existing single-family residential character must be preserved in order to serve as a transition to an adjacent single-family detached neighborhood outside of the RAC zoning districts. A mix of single family detached homes, townhouses, and duplex and multiple-family dwellings designed to simulate single-family detached dwellings, will provide a compatible variety of housing types and price points (see "Principles and Objectives" "(c)" below. Pocket parks and safe walkable streets are encouraged to fulfill the ultimate possibility for this district.

(3) Development Pattern. The existing street network is a modified grid characterized by missing street segments and large water body interruptions to the grid. The network should be modified where possible to most closely approach an urban grid pattern for improved mobility within the neighborhood.

(4) Principles and Objectives.

(a) Establish on-street parking and rear alleys serving rear-yard parking where possible to create more walkable streets.

(b) New and remodeled dwellings should be located closer to the street, and utilize front porch design.

(c) The focus of redevelopment should be to maintain the single-family character of the neighborhood but to allow higher densities in the form of duplexes, townhomes, and even multiple-family structures, provided the building design and architectural characteristics are consistent with those of either attached or detached single-family homes, including but not limited to scale, mass, proportions, strategic use of entryways, roof design, and façade design and articulation. The illustrations that follow demonstrate the use of one exterior entrance to serve two or more dwelling units from an interior foyer. The first two illustrations appear to be single-family detached dwellings because of both the internalization of some unit entrances and a single cohesive building design that lacks the repeating elements that would visually identify each dwelling unit within the building as is typically seen in duplexes and townhomes.

Figure 506-4. These buildings each contain three dwelling units but appear to be one single-family detached unit. These illustrations are not intended to depict the architectural theme of the RAC districts.

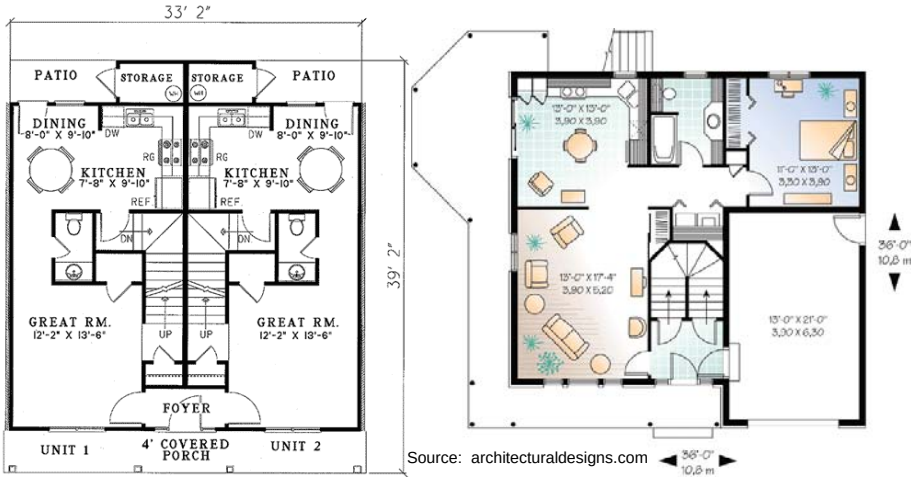


Figure 506-5. These floorplans illustrate the internalization of individual unit access. The bottom of each image represents the front façade and main entrance to each building.

Figure 506-6. Flat-on flats consistent with single-family residential character.

Figure 506-7. This building appears to be a single-family attached dwelling (townhomes) but actually contains stacked flats through the use of some internalized unit entrances.

(d) Accessory dwelling units to single-family detached homes are permitted and encouraged where the accessory unit is located within the single-family dwelling, or where rear alley access exists to service detached accessory units. Detached accessory dwellings are most feasible when the principal single-family building is situated close to the street, thus providing adequate rear yard area for the accessory dwelling.

(e) Allow the establishment of one to two neighborhood commercial concentrations by special permit, consisting of no more than a few acres to serve the immediate retail and service needs of nearby residents. Parking provision should be minimal, and mixed-use structures with residences on the second story are encouraged, including live/ work units.

(5) Requirements.

(a) Permitted uses for this district can be found in Table 12-32.507(C)
(b) Intensity standards for this district can be found in Table 12.32.509(E)
(c) Site development standards can be found in Table 12-32.510(C)
(d) Building frontage regulations can be found in Section 12-32.511

(F) Davie Downtown Neighborhood District, Medium-Density. (RAC-ND-4)

(1) General Boundary Description. Generally located north of Orange Drive, south of the Oakes Road alignment, east of Davie Road and west of Florida's Turnpike.

(2) District Intent and Character. This primarily residential district has the opportunity to serve the entire RAC with a diverse offering of housing types and price points. Residential use must be preserved in order to serve as a large residential unit generator needed for the area. A mix of townhouse and multiple-family dwellings with the interspersion of retail and office in the transition zone to the west bordering the town center district will provide job opportunities and vitalization to this district. Pocket parks and safe walkable streets are encouraged to fulfill the ultimate possibility for this district.

The area south of SW 42nd Street, extending east from Betty Booth Roberts Park to the RAC-DN2 District boundary is industrial in nature, and is not conducive to redevelopment of adjacent properties. Redevelopment of the industrial properties into mixed-use (neighborhood retail or office, and residential), or as purely residential use is encouraged. Light industrial uses are permitted in recognition of the industrial history of the area, provided the requirements of this Division for building form and site design are met.

(3) Development Pattern. The existing street network is a modified grid characterized by missing street segments and large water body interruptions to the grid. The network should be modified where possible to most closely approach an urban grid pattern for improved mobility within the neighborhood.

(4) Principles and Objectives.
   (a) Establish on-street parking and the rear alleys serving rear-yard parking where possible to create more walkable streets.
   (b) New and remodeled dwellings should be located close to the street.
   (c) The focus of redevelopment should be to expand and enhance multiple-family development of the neighborhood utilizing a stoop-frontage design.
   (d) Accessory dwelling units to existing single-family detached homes are permitted and encouraged where the accessory unit is located within the single-family dwelling, and where rear alley access exists to service freestanding accessory units. Detached accessory dwellings are most feasible when the principal single-family building is situated close to the street, thus allowing adequate rear yard area for the accessory dwelling.

(5) Requirements.
   (a) Permitted uses for this district can be found in Table 12-32.507(C)
   (b) Intensity standards for this district can be found in Table 12.32.509(E)
   (c) Site development standards can be found in Table 12-32.510(C)
   (d) Building frontage regulations can be found in Section 12-32.511

Sec. 12-32.507. Permitted uses.

(A) Mixing of Uses. Uses can be mixed horizontally or vertically, subject to the rules of this Subsection.
   (1) Horizontal mixing via separate buildings is permitted, subject to compatible integration of buildings. Compatible integration shall ensure, at a minimum, that residential uses are not facing, proximate to or accessed through nonresidential loading areas; that all buildings within the development share one harmonious architectural style, with nonresidential buildings having residential design features; and, nonresidential uses within separate buildings upon on the same lot as residential uses shall be limited to those uses that can also be integrated compatibly within the same building.

   (2) Building setbacks and landscape buffers for mixed-use developments where the residential use is located in separate building(s) from the nonresidential use(s) but integrated into the overall development, shall be determined based upon the design of the proposed development as reflected in a master plan or site plan, as appropriate.

   (3) Mixing of residential and nonresidential uses within the same building is encouraged in any location where both use types are permitted by Table 12-32.507(C), below, subject to functionally appropriate separation of the uses, which may include but is not limited to: separate stories; separate access; separation and buffering of residential units from loading areas and noisy nonresidential uses via one (1) or more intervening stories of office use, extra-thick concrete floors, soundproofing on ceilings, walls and sound-containing openings, operational standards and time limits, or other proven technique acceptable to the town. Live/work units shall provide internal access between the residential and nonresidential components.

(4) The residential and commercial portions of a live/work unit shall be mutually accessible from the interior of a building.

(5) Mixing of residential use with industrial uses shall be permitted only upon a town determination of compatibility, and shall require an upper floor location for residential use at the street frontage of the building.

(B) Accessory Uses are Permitted. Family day care homes and home occupations are subject to the detailed use provisions of Sec. 12-34(J) and (N), respectively. One accessory dwelling with up to seven hundred and fifty (750) square feet of floor area (see definition of Floor Area, Minimum in Sec. 12-503 for calculation), is permitted accessory to a single-family detached l residence, subject to density limitations of the comprehensive plan. Accessory dwellings may be part of the principal building, or an accessory building, on the ground floor or an upper story.

(C) Schedule of Permitted Uses.

KEY:
P = Permitted
N = Not Permitted
(*)= Permitted subject to Sec.12-34, “Detailed use regulations”
(#) = Permitted subject to corresponding table footnote

Unlisted uses that are similar to permitted uses within a given district shall be permitted, provided such uses are not listed as permitted uses in other districts.

TABLE 12-32. 507(C) Table of Permitted Uses

Permitted Uses	Transit-Oriented Street(9)	RAC-RTE RAC-RTW Districts	RAC-ED District	RAC-TC District	RAC-ND2 District	RAC-ND4 District
RESIDENTIAL						
Dwelling, Single-Family Detached, Semi-Detached	N	N	N	N	P	P
Dwelling, Accessory to detached single-family residential	N	N	N	N	P(5)	P(5)
Dwelling, Single-Family Attached/Townhouse	N	(3)	P	P	P	P
Dwelling, Duplex	N	N	N	P	P(2)	P
Dwelling, Multiple-Family	(1)	P	P	P	(2)	P
Family Day Care Home (accessory to SFR detached)	N	N	N	N	P	P
Group Home	(*)	N	(*)	(*)	(*)	(*)
Life, Residential Care Facility	(*)	(*)(3)	P	N	N	P
LODGING						
Hotels	P	P	P	P	N	P
Bed and breakfast, inn	P	P	P	P	P	P
RETAIL						
Retail sales including all retail uses permitted within the B-2 District, subject to Sec. 12-34	P	P	P	P	(7)	(6)

Permitted Uses	Transit-Oriented Street(9)	RAC-RTE RAC-RTW Districts	RAC-ED District	RAC-TC District	RAC-ND2 District	RAC-ND4 District
FOOD & ENTERTAINMENT						
Bakeries, Delicatessens	P	P	P	P	(7)	(6)
Bars, Lounges	(*)	(*)	P	P	(7)	(6)
Bowling, Skating	P	P	P	P	N	N
Game Room, Arcade	P	P	P	P	N	(N)
Adult Arcade, Amusement Center	(*)	(*)	(*)	(*)	N	(N)
Bingo Establishments	P	P	P	P	(N)	(6)
Movie Theater, Performing Arts	P	P	P	P	N	N
Night Club	(*)	(*)	(*)	(*)	N	(N)
Dance Hall, Club	P	P	P	P	N	(N)
Restaurants (all)	P	P	P	P	(7)	(6)
SERVICES						
Dry Cleaning	(*)	(*)	(*)	(*)	(*) (7)	(6)
Athletic Club, Gym	P	P	P	P	(7)	(6)
Banks, Financial	P	P	P	P	N	(6)
Catering, Food	P	P	P	P	N	(6)
Nursery, Child Care Facility	(*)	(*)	(*)	(*)	(7)	(6)
Personal Services	P	P	P	P	(7)	(6)
Animal Hospital*	N	P	P	N	N	(6)
Printer (walk-in)	P	P	P	P	N	(6)
Repair Shop, except vehicle and boat repair	P	P	P	P	(7)	(6)
Studios, Art, Dance, Photographic, Music Instruction	P	P	P	P	(7)	(6)
COMMERCIAL, OTHER						
Recording studio	P	P	P	P	(N)	(6)
Auction House	(*)	(*)	N	(*)	N(	(6)
Motion Picture Studio	N	P	P	N	N	N
Radio or TV Station	(*)	P	P	(*)	N	(6)
OFFICE						
Medical Clinic, Doctor's Office	P	P	P	P	(7)	(6)
Office, other	P	P	P	P	(7)	(6)
INSTITUTIONAL, CIVIC & PLACES OF ASSEMBLY						
Schools (all)	P	P	P	P	(7)	(6)
Private Club	N	P	N	P	(7)	(6)
Mortuary	N	P	P	N	N	N
NCF District Permitted Uses (excluding any already listed herein, subject to any NCF conditions of use)	P	P	P	P	(7)	P
Governmental Buildings/Municipal Public Service Uses	P	P	P	P	P	P
Civic Center, Libraries, Museums	P	P	P	P	P	P

Permitted Uses	Transit-Oriented Street(9)	RAC-RTE RAC-RTW Districts	RAC-ED District	RAC-TC District	RAC-ND2 District	RAC-ND4 District
Public Park, Community Center	P	P	P	P	P	P
INDUSTRIAL & UTILITIES						
See M-1 District Permitted Uses	N	P	N	N	N	(8)
Communication Apparatus	N	(*)	N	N	N	N
Cabinet, Carpentry Shop	N	P	N	N	N	N
Distribution Facility	N	P	N	N	N	N
Laboratory	N	P	P	N	N	(8)
Utilities (see definition)	N	(*)	(*)	N	N	(8)
Telecommunication Towers	(*)	(*)	(*)	(*)	(*)	(*)
AUTO-ORIENTED						
Motor Fuel Pumps	(4)	N	N	(4)	N	N
Automobile Rental Agency	P	(*)	(*)	N	N	N
Car Wash	(4)	N	N	N	N	N
Parking Lot Rental	N	P	P	P	P	P
Vehicle repair	(4)	(4)	(4)	(4)	N	(4)

Table notations:

(*) See Section 12-34 "Detailed Use Regulations" for conditions of use.

(1) Not permitted on the ground floor within one block or six hundred (600) feet of the intersection of two Transit-Oriented Streets, whichever is greater. Transit-Oriented Streets are identified in sec. 12-32.505, "Transit-Oriented Streets."

(2) Multiple-family and duplex dwellings shall be designed to resemble single-family dwellings pursuant to sec. 12-32.506(E)(4)(c).

(3) Permitted as freestanding uses only on lots located within one quarter (¼) mile of the proposed transit hub at the intersection of College Avenue and SR 84, at a minimum density of fifteen (15) du/ ac., and on lots fronting Nova Drive, west of College Avenue.

(4) Permitted only at existing locations as of the date of adoption of these regulations, or pursuant to Sec.12-35, "Special Uses."

(5) Maximum size is seven hundred and fifty (750) square feet; permissibility is subject to density limitations of the comprehensive plan.

(6) Permitted within any area in which M-1 uses are permitted.

(7) May be permitted in other locations by special permit, pursuant to Sec.12-35, "Special Uses" for uses that blend with, and serve the neighborhood residents, and for commercial uses, in locations deemed appropriate for neighborhood commercial uses.

(8) Industrial uses legally established as of the date of adoption of these regulations, and zoned M-1 or M-2 prior to the adoption of these regulations shall be entitled to the permitted uses of the M-1 District.

(9) See Sec. 12-32.505, "Transit-Oriented Streets" for applicability.

Sec. 12-32.508. Components of place; streets and blocks.

(A) Principles.

(1) Walkability is the cornerstone and key to an urban area's efficient ground transportation.

(2) Safety and visual appeal are key elements of creating a pedestrian-friendly environment. Streets must be safe and attractive in order to attract and retain shoppers and residents.
   (a) Provide on-street parking and landscaped bump-outs at intersections to separate pedestrians from moving vehicles.
   (b) Provide landscape buffers in the sidewalks to further separate pedestrians from vehicles.
   (c) Provide wide planted medians in the middle of the street when prescribed by the applicable street section in sec. 12-32.528, to provide a more intimate scale and reduce vehicular speed.
   (d) Provide sidewalk width along Transit-Oriented Streets as prescribed by the applicable cross-sections, with comfortable seating and lighting.
   (e) Provide shade trees, arcades, galleries, awnings and canopies to provide cover from rain and moderate temperatures on the sidewalk along the building's street frontage. Provide quality architectural detail in streetscape amenities and building facades to increase interest, appearance, and richness in the pedestrian experience.
   (f) Provide views to intriguing vistas to help entice people to walk longer distances.
   (g) Design intersections to reduce crossing distances, provide clearly marked crosswalks that are aligned with sidewalks and provide automatic crosswalk signals.

(3) Alternate, parallel paths of travel enhance all modes of mobility, and reduce reliance on single, multi-lane and high-speed arterials and collectors that inhibit pedestrian and bicycle activity. This in turn enables multi-lane roadways to incorporate on-street parking and wider sidewalks, both of which enhance retail and pedestrian activity. The creation of new and extended streets where shown on the adopted RAC Master Plan and conceptualized within the district development pattern provisions of Sec. 12-32.506 will enhance overall connectivity within the RAC. Three major road connections include Oakes Road between SR 7 and Davie Road, the extension of Reese Road to Oakes Road, and the creation of an additional east-west street in the vicinity of Nova Drive or north.

(4) Symbols of the Community. Defining a character for each street type allows visitors to be more aware of the function of the street. Street scale and symbols along the street improves way finding ability and creates a unique sense of place that will be remembered.
   (a) Use landmark treatment at entry streets to announce arrival.
   (b) Use pavers and specialty landscape treatment at crosswalks and major streets to define important intersections.
   (c) Use different tree species to indicate varying street types.
   (d) Use town seal or town name on key site amenities to reinforce the sense of place.

(5) An urban block typically has a perimeter measuring approximately eighteen hundred (1800) linear feet. In South Florida's urban areas, this usually translates into blocks measuring three hundred (300) feet by six hundred (600) feet, or closer to four hundred (400) feet by five hundred (500) feet. The maximum length of an urban block should not exceed seven hundred (700) feet, and the perimeter measurement should not exceed two thousand (2,000) linear feet.

(B) Requirements.

(1) The extension of existing streets located within the RAC districts shall occur where the town determines that such extensions will bridge gaps in the street network and substantially enhance connectivity, and further provided that such extensions do not

constitute an undue hardship or disproportionate burden upon any one property. Development of a master right-of-way plan to this end shall be guided by the development pattern provisions of Sec. 12-32.506, and within the RAC-TC District as specified on the adopted master plan for same, as may be amended from time to time.

(2) Corner curb radii should be between four (4) and fifteen (15) feet. These fairly tight turning radii are intended to shorten pedestrian crossings and inhibit drivers from turning corners at high speeds. To allow for emergency vehicles such as fire trucks to turn corners, a twenty-five (25) foot radius clear zone shall be established free of all vertical obstructions including but not limited to telephone poles, sign poles, fire hydrants, electrical boxes, and newspaper boxes.

(3) Pedestrian passages leading from the street to the middle of a block shall be provided along Transit-Oriented Streets when there is a distance of seven hundred fifty (750) feet or more in between cross-streets or dedicated through-block pathways.

Sec. 12-32.509. Intensity of use standards.

(A) All development is subject to the allocation of density and intensity promulgated for the Regional Activity Center in the future land use element of the adopted comprehensive plan.
(B) Pursuant to Section 12-32.504, "Applicability," Article IV, "District Performance Standards and Capacity Analysis" shall not apply.
(C) Minimum and maximum intensities of use are established on Table 12-32.509(E), below.
(D) Incentives must be used in order to achieve the maximum allowable height and impervious area. The schedule of incentives, Table 12-32.509(F) follows the table of intensity standards

Table 12-32.509(E). Intensity of use standards.
Key:
SFR = single-family detached or semi-detached dwelling

Minimum and maximum intensities of use	TRANSIT-ORIENTED STREETS(6)	RAC-TC	RAC-RTW	RAC-ED and RAC-RTE	RAC-ND4	RAC-ND2
Minimum number of stories	2	2	1	1	S F R : 1 Other: 2	1
Maximum number of stories/ height in feet (without incentives).	3 /45	4/55	6/75	6/75	3/45	2/35

Minimum and maximum intensities of use	TRANSIT-ORIENTED STREETS(6)	RAC-TC	RAC-RTW	RAC-ED and RAC-RTE	RAC-ND4	RAC-ND2
Subject to rules of transition, Sec.12-32.512[5]						
Maximum number of stories/ height in feet (with maximum incentives). Subject to rules of transition (see Sec. 12-32.512) [5]	4/55	5/65	10/115	10/115	4/55	2/35
Maximum density	Maximum allowable by comprehensive plan					
Maximum impervious area: >without incentives >with maximum incentive	85%95 % 	85% 95%	85%-95%	75% 85%	75% 90%	70% 70%
Minimum open space: >without incentives >with maximum incentives	15% 0%	15% 0%	15% 5%	25% 15%	25% 10%	30% 30%
Minimum lot width, interior	20 ft.	20 ft.	20 ft.	50 ft.	(1)	(1)
Minimum lot width, corner[2]	20 ft.	20 ft.	20 ft.	75 ft.	(4)	(3)

Table notations.

(1) Varies by dwelling type:
  (a) Sixty (60) feet for single-family and duplexes.
  (b) Ninety (90) feet for a townhouse development with twenty (20) foot individual lots for townhouses.
  (c) Fifty (50) feet for multiple-family dwellings.
  (d) Minimum lot width for duplex, townhouse, and multiple-family residential types may be decreased by six (6) to eight (8) feet where shared driveways are provided if the opposite side lot setback is zero (0) feet.
  (e) Lot width may be decreased for all residential types by ten (10) to twelve (12) feet when alley access is available, as determined by city based upon drainage and design considerations.

(2) After dedication of any necessary right-of-way for the corner street.

(3) Add ten (10) feet to the requirement in (1), above.

(4) Add five (5) feet to the requirement in (1), above..

(5) Sec. 12-33(M), “Exclusion of height limits” shall apply to projections above the top of any roof.
(6) See Sec. 12-32.505, “Transit-Oriented Streets” for applicability.

(F) Schedule of incentives. The following incentives, listed horizontally in the top row, are provided in exchange for certain amenities or development characteristics listed in the leftmost column. Incentives shall be awarded at the time of site plan approval. Incentives may be earned up to the maximum allowable for each category, as provided in this table (ex: impact fee waiver: 100%), provided that the bonus(es) do not exceed the maximim intensites allowed in Table 12-32.509(E) (ex: maximum height in RAC-RTW District: 10 floors).

Table 12-32.509(F)

	Provide affordable housing(1)	Provide workforce housing(1)	LEED certification silver/gold	Increase in tree caliper by 20% or more, (5)	Exceed urban open space guidelines (4)
Increased impervious area (2)	2.0% increase for each 1.0% of units that are low-income affordable	1.0% increase for each 1.0% of units that are workforce affordable	5.0% /10%	1.0% for each 10% of trees that exceed the minimum caliper	1.0% per common open space
Town application fee waiver	100%	100%	No	No	No
Town park and recreation impact fee waiver	Waiver for each low-income unit	Waiver for each workforce unit	Yes	25%	50%
Increased height (each % increase is above the base height without incentives)	1 story increase for each 5.0% of units that are low-income affordable	1 story increase for each 7.5% of units that are workforce affordable	Gold: 35% (Only Gold can be rounded up to next highest story if bonus >/= .5) Silver: 25% but not less than 1 floor	1 story per 50% of trees that exceed the minimum caliper	1 story per common open space

(1) See sec. 12-32.527 for definitions.
(2) Requires approval of applicable drainage authority.
(3) Additional impervious area incentive for increased tree caliper may take the form of smaller landscaped area dimensions and area than required for buffers, etc.
(4) Credit for this incentive is given for the creation of common open spaces that meet the requirements and suggestions for each open space type, pursuant to sec. 12-32.519. For example, providing one pocket park and one plaza consistent with guidelines for same counts as two common open space areas.

(5) Credit is given for an Increase above minimum calipers required in Article VI.

Sec. 12-32.510. Site development standards.

(A) Intent: The lower four (4) stories of buildings should be built at, or close to, the street lines as dictated by the character of the street and zoning district. , . Provisions will be made for right-of-way encroachments such as arcades and for recessed facades for public plazas which follow the guidelines on outdoor spaces. (See open space regulations 12-32.518)

(B) Pursuant to Sec. 12-32.504, "Applicability," Article V, "Development and Use Standards", shall not apply.

(C) Site development standards.

Figure 510-1. Illustration of terms used in table of site development standards.

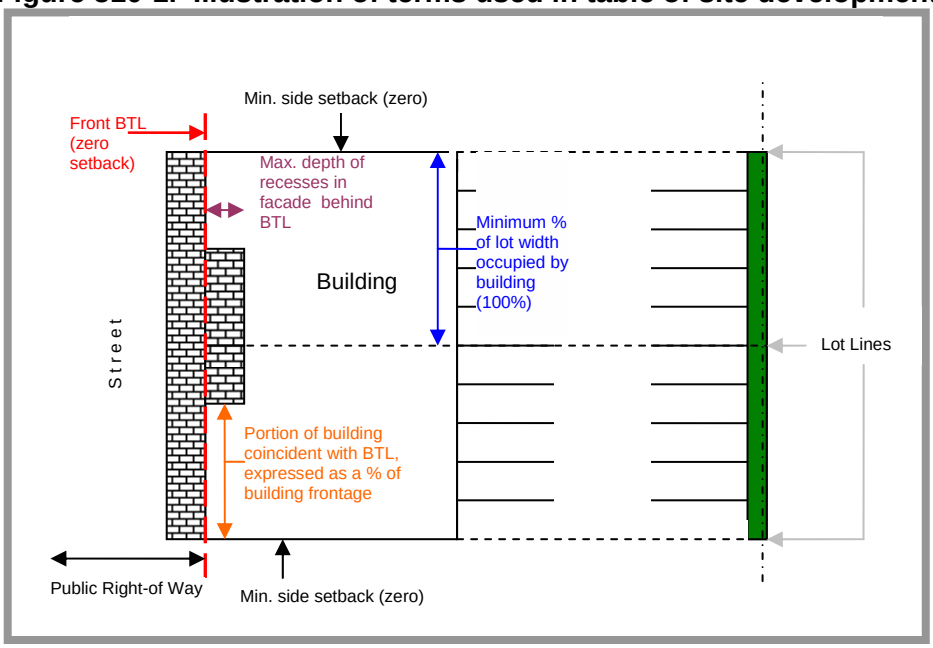


Table 12-32.510(C). Table of site development standards.

	COMMENTS	TRANSIT-ORIENTED STREETS*	RAC-RTW and RAC-TC	RAC-ED and RAC-RTE	RAC-ND4	RAC-ND2	
Front and corner street building placement (expressed as BTL or minimum setback)	Subject to compliance with minimum site distance triangle requirements of Sec. 12-205(A)(6) and Sec. 12-109	0 ft.	0 ft. 5 ft. for stoop frontages	10 ft. min. set-back	5-10 feet	10-15 feet	
Minimum percentage of	This standard determines how much of a building façade can be located	75%	65%	n/a	50%	25%	

building frontage that must coincide with the BTL	to the rear of the BTL.						
Maximum distance that a facade can extend behind the BTL. This shall not apply to courtyards, plazas and paseos.	This standard determines the allowable depth of alcoves and other variations in the horizontal plane of the façade.	10 ft.	5 ft.	n/a	5 ft.	15 ft.	
Minimum percentage of lot width occupied by building	Not intended to preclude driveway access for rear parking when necessary, nor use of paseos, which are encouraged for access to rear parking and interior block plazas. Driveway openings are regulated under Sec. 12-32.517 (B).	100%	90%	n/a	90%	n/a	
Minimum first floor height from floor to ceiling	Intended to allow for nonresidential use on the first floor.	14 ft.	12 ft.	n/a	n/a	n/a	
Minimum Interior side building setback	This standard works together with the minimum % lot width occupied by building. For example, if the minimum side setback is "0" but the building must occupy 100% of lot width, then the "0" side setback becomes mandatory, not a minimum.	0 ft.	0 ft.	0 ft.	0 ft.	Min. 5 ft.	
Minimum rear setback with rear alley (or rear street designated to serve the same function)		5 ft.	5 ft.	5 ft.	25 ft.	25 ft.	
Minimum rear setback without rear alley or street	Intended to reserve space for rear alleys. Where town determines no alley reservation is required, minimum setback is 5 ft. for residential accessory buildings and 10 ft. for principal residential structures. Setback for nonresidential structures can be eliminated if parking and loading requirements are otherwise satisfied.	15 ft.	15 ft.	15 ft.	15 ft.	25 ft.	
Permitted frontage types	See Table 12-32.511(C)						
Minimum dwelling unit floor area	Efficiency: 500 s.f. One-bedroom: 750 s.f. Two-bedroom: 900 s.f. Three-bedroom: 1,000 s.f. Detached SFR: 1,000 s.f.						

*****See Sec. 12-32.505, "Transit-Oriented Streets" for applicability

(1) *General notations***.**

(a) Civic buildings, as determined by the town council, on sites that are located at the terminus of a street or vista shall be positioned on the site so as to signify the view axis with either a centered facade, tower, or some vertical architectural feature.

(b) Lots fronting SR 84 are subject to a thirty (30) foot landscape buffer on SR 84 pursuant to Sec. 12-107, "Landscaping standards for lots and sites." The requirements of the CC, Commerce Center District shall apply in lieu of the

standards in Table 12-32.510(C), above, but shall not supersede the intensity standards of Table 12-32.509(E).

(c) Frontage standards will provide for encroachments.

Sec. 12-32.511. Building frontage types and regulations; right-of-way encroachments.

(A) Intent: The area where a building faces the street and meets with the sidewalk is generally referred to as the "building frontage". It is here that the interaction occurs between people on the sidewalk and businesses in the buildings. There are three main reasons for controlling building frontage:

(1) To define the edge of each street corridor, thereby establishing a sense of enclosure.

(2) To ensure a high level of pedestrian interest through continuous and visually interesting facades close to the sidewalk and interactive facades, allowing the pedestrian to view inside, and those inside to monitor the sidewalk and street.

(3) To increase commerce by supporting a high level of activity along the street. Therefore, buildings should align their facades along the build to line. Street level restaurants, shops, stores, and offices are all accessed at that line, and the more continuous it is the greater possibility for success they will all experience. Gaps in between buildingswill create areas of low activity and low commercial potential in the same way a vacant lot will, and should be avoided wherever possible.

Building frontages are controlled by build-to-lines and minimum and maximum setbacks, which are regulated by the types of streets that they front (which often correlate to a given RAC district).

(B) All buildings on lots with Transit-Oriented Street frontage shall have their principal frontage (i.e. main entrance and architectural orientation) along such street. All buildings on lots with other collector or arterial roadways shall have their principal frontage on the highest such street classification or as otherwise determined by the town.

(C) Permitted building frontage types.(3)

Table 12-32.511(C)	**Transit-Oriented Streets**	**RAC-RTW RAC-RTE**	**RAC-TC(3)**	**RAC-ND4**	**RAC-ND2**	**RAC-ED**
Arcade	Permitted	Permitted	Permitted	Prohibited	Prohibited	Permitted
Gallery	Permitted	Permitted	Permitted	(1)	Prohibited	Permitted
Shopfront	Permitted	Permitted	Permitted	(1)	(1)	Permitted
Stoop	Prohibited	Permitted	Permitted	Permitted	Prohibited	Permitted
Porch	Prohibited	Prohibited	Prohibited	Prohibited	Permitted	Permitted
Modified Porch	Prohibited	Permitted	Permitted	Permitted	Prohibited	Permitted
Modified Shopfront	Permitted	Permitted	Permitted	Permitted	(1)	Permitted
Other	Prohibited	Prohibited	(2)	(2)	(2)	Permitted

Table notations:

(1) Permitted in locations where commercial use is allowed by Table 12-32.507(C), Table notation number (6).

(2) Subject to town council approval (See Sec. Sec. 12-32.522). Other frontage types may be permitted if they are consistent with the intent of the frontage requirements for the lot.

(3) Frontage requirements within the Western Theme Overlay District are set forth within the Western Theme Development Manual

(D) Description of Frontage Types.

(1) Arcade:

(a) A frontage wherein the facade of the upper stories project forward of the BTL over a colonnade that covers the sidewalk. The arcade shall extend to within three and one-half to four (4) feet from the back edge of the curb as determined by the town based upon existing and proposed right-of-way improvements and conditions, thereby enclosing the sidewalk and discouraging pedestrians from bypassing it. The first floor facade under the arcade shall be shopfront at the BTL. An arcade shall have a minimum twelve (12) foot vertical clearance and a minimum dimension of twelve (12) feet of width between the outer edge of the columns and the first floor building façade (see illustration below).

(b) The town may allow an arcade wherein the façade of the upper stories, and the face of the columns are vertically aligned with the BTL in order to accommodate unique ground floor uses such as a concentration of outdoor dining or the placement of kiosks within the sidewalk outside of the arcade. The first floor façade under the arcade shall be shopfront, and it should be set back no more than twelve (12) feet from the BTL. A minimum vertical clearance of twelve (12) feet under the arcade is required. A public sidewalk easement shall be dedicated under such an arcade.

Figure 511-1

(2) Gallery: A frontage wherein the facade is located at the back edge of the sidewalk (BTL) with an attached cantilevered shed or a lightweight colonnade overlapping the sidewalk for the entire street frontage of a building. The gallery shall extend to within no less four (4) feet from the back edge of the curb, thereby enclosing the sidewalk and discouraging pedestrians from bypassing it. The first floor facade under the gallery shall be shopfront at the BTL. The Gallery shall have a minimum twelve (12) foot vertical clearance.

(3) Shopfront: A frontage type wherein the facade is located at the back edge of the sidewalk (BTL) at grade, with a substantial glazing on the sidewalk level, and an awning projecting at least seven (7) feet forward of the BTL when the shopfront is not combined with a gallery or arcade frontage. The awning shall extend for at least eighty (80) percent of the building facade. A minimum seventy (70) percent of the facade width shall be glazed between two (2) feet and eight (8) feet above the

sidewalk, and shall not be reflective or opaque. A portion of the building frontage may be recessed as permitted in Sec. 12-32.510(C) in order to create a covered alcove in which outdoor dining or merchandising can occur. Shopfront entries may be recessed up to two (2) feet with display windows angled inwards from the facade to doorway for clear pedestrian view to the interior.

(4) Modified Shopfront: A frontage type wherein the facade is located at the back edge of the sidewalk (BTL) at grade, with sufficient glazing on the sidewalk level to allow for cross-visibility between pedestrians on the sidewalk and occupants inside the building. An awning shall project at least seven (7) feet forward from the BTL and shall extend for at least eighty (80) percent of the building façade. A minimum fifty (50) percent and a maximum seventy-five (75) percent of the facade width shall be glazed between two (2) feet and eight (8) feet above the sidewalk, and shall not be reflective or opaque. Entries may be recessed up to two (2) feet but display windows angled inwards from the facade to doorway are not permitted.

(4) Stoop: A frontage type wherein the facade is constructed at a build-to-line that is very close to the street line, with a lower story that elevated at least eighteen (18) inches but not more than thirty-six (36) inches above the sidewalk to establish a sense of transition from public to private realm, and to secure privacy for the windows. The access is a landing or platform with steps leading to the sidewalk, which may encroach forward of the BTL to the street line. In the event thatthe lower story is not elevated at least eighteen (18) inches above the sidewalk, the elevated platform (stoop) shall serve to establish the sense of transition from public to private realm, and shall require steps leading down to finished floor level within the building.

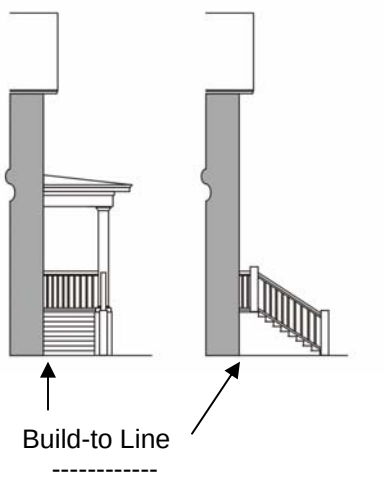


Figure 511-2

(5) Porch: A frontage type wherein the facade is located at a build-to-line that is separated from, but relatively close to, the street line, with an attached porch at least eight (8) feet wide and six (6) feet deep located forward of the BTL. The porch shall extend at least five (5) feet forward of the build-to-line, and shall approach no closer than two and a half (2.5) feet to the sidewalk. Porches shall be elevated at least eighteen (18) inches above the sidewalk and adjacent grade.

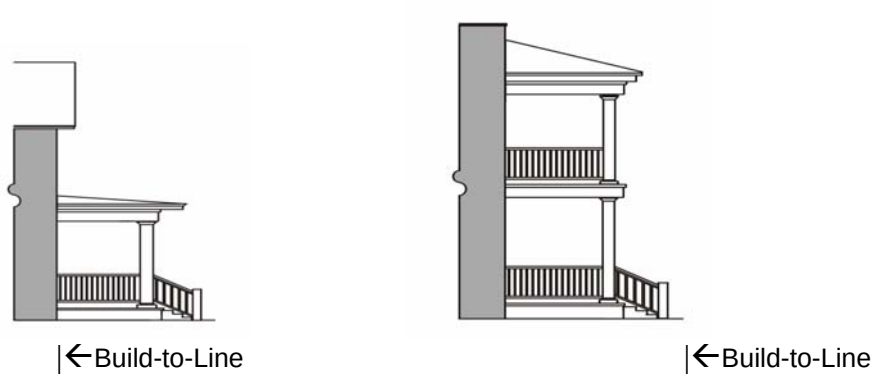


Figure 511-3. Left: porch frontage. Right: modified porch frontage.

(5) Modified Porch: A frontage type that utilizes a first-floor porch with upper floors and/or continuous balconies extending over the porch, but not forward of the BTL. This frontage type is intended for streets of a lesser hierarchy, intensity and sidewalk width than Transit-Oriented Streets. The front edge of the porch shall be coterminous with the BTL, and may be up to tten (10) feet in depth from the BTL. The porch shall count towards the minimum required percentage of building frontage that must coincide with the BTL pursuant to Table 12-32.510(C).. The porch shall either be elevated at least eighteen (18) inches above grade or kept at grade but separated from the public sidewalk by a decorative railing.

Figure 511-4. Rear-most building features an at-grade modified porch.

(E) Other Frontage Requirements.

(1) Building facades shall be built parallel to the principal frontage line, or parallel to the tangent of a curved principal frontage line (see Figure 511-1, below). This provision is not intended to limit or preclude alcoves or variations in the plane of the street-front façade.

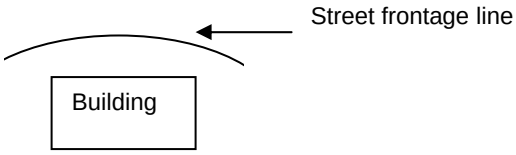


Figure 511-5

(2) Streetscreens used to shield vehicular use areas from sidewalks shall be solid and opaque below three (3) feet in height, and at least thirty-five (35) percent open-screening above three (3) feet (ex: iron or aluminum) consistent with Crime Prevention Through Environmental Design (CPTED) principles, and constructed and painted to match the adjacent building facade.

(3) Mechanical equipment is not permitted along any street frontage. Screening of all mechanical equipment is required.
(4) The front or side (in case of corner lots) of every building must face the street. Rear facing buildings, loading docks, overhead doors and service entries are prohibited on street-facing facades.
(5) All principal buildings shall have a principal entrance opening to a street, square, plaza, or sidewalk. The principal entrance shall not open onto a parking lot.

Sec. 12-32.512. Rules of transition.

(A) RAC-RTW and RAC-ED development on lots abutting a residential zoning district outside of the RAC, and any M-1 District use that is established after the effective date of this provision and is adjacent a use that is not first permitted in any "M" District, shall provide a landscape buffer as required in Sec. 12-107(D) for industrial districts adjacent to residential zoning. RAC-TC development on lots abutting residential zoning outside of the RAC shall either be residential and of like dimensions and character as the adjoining permitted uses, or shall provide the landscape buffer required in Sec. 12-107(D).

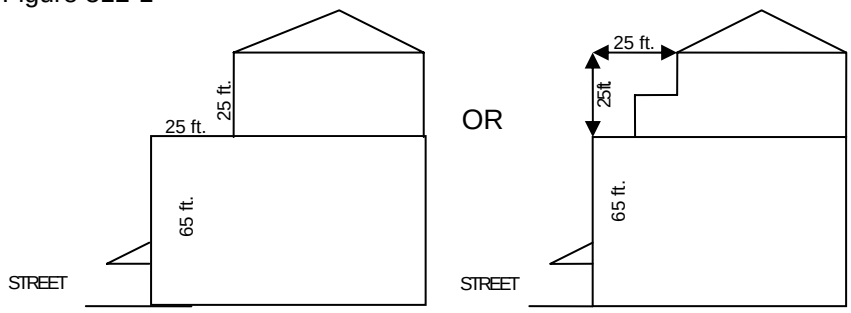
(B) Buildings on lots adjacent to residential zoning outside the RAC shall be set back from said district boundary at least one and one-half (1.5) feet for each foot of height measured to the eave or parapet of the roof. For example, a building in a RAC district with a fifty (50) foot setback from a residential zoning boundary may be no higher than thirty-three (33) feet as measured to the eave or parapet of the roof.

(C) Nonresidential or mixed-use buildings abutting, or separated by a street or alley in the rear yard from, a residential zoning district (including RAC-DN2) that permits residential buildings of a maximum two (2) floors in height, shall provide a ten-foot-wide landscape buffer. A six (6) foot wall, hedge or other durable landscape barrier shall be installed. One fourteen (14)- to sixteen (16)-foot tree shall be planted for each forty (40) linear feet of property line or fraction thereof, along with a continuous hedge. The shrub and/or wall requirement of this section may be waived if the adjoining property has a buffer that meets the minimum requirements of this provision.

(D) No loading space or outdoor storage shall be permitted within one hundred (100) feet of a residential zoning district boundary (including RAC-DN2), nor shall any loading space face a residential zoning district boundary.

(E) Height Transitions.
(1) Where the maximum permitted height within a district exceeds the greater of four (4) stories or sixty- five (65) feet, allowable building heights shall "step-up" from the façade facing arterial and collector streets. These "height contours" shall allow additional height on a 1:1 vertical to horizontal basis until the district maximum is reached, except as provided below. For example, to achieve a building height of ninety (90) feet, that portion of the building exceeding sixty-five (65) feet would have to be set back an additional twenty-five (25) feet from the building face along the collector or arterial street. This can be accomplished in as many increments as desired (see Figure 512-1 below). No such step-up shall be required adjacent to Florida's Turnpike or the I-595/SR 84 corridor (including Reese Road frontage).

Figure 512-1



(2) Buildings exceeding either three (3) stories or thirty-five (35) feet in height shall employ one or more of the following techniques for ensuring compatibility with an abutting, conforming single-family detached residence, as deemed acceptable and effective by the town:

(a) Reduce the perceived mass of the building and the height differential by stepping the building down on the side(s) abutting the single-family detached residence.

(b) Provide adequate separation between buildings to minimize the perceived height difference and lower the line-of-sight from the taller building to the single-family property.

(c) Use appropriate landscape materials and buffering techniques to screen the taller building from the single-family residence and obstruct the line of sight between the buildings.

(d) For upper story windows, use glass block, low awnings or high windows to obstruct line of sight to the single-family property, and/or the strategic location of building functions and windows to maximize privacy for the single-family lot.

(e) Use green (landscaped) terraces to obstruct line-of-site to the single-family property.

Figure 512-2

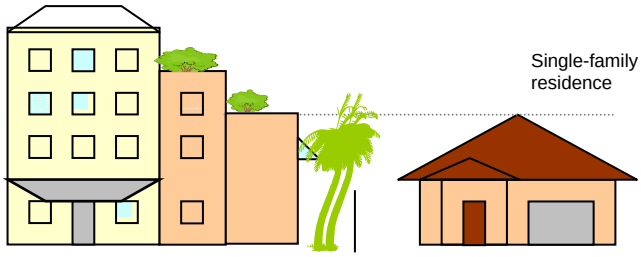


Figure 512-2 illustrates a combination of techniques including the use of step-downs in height to reduce mass and height differential, trees and landscaped terraces to block line of site and provide a buffer. Varying the horizontal plane of the façade and using color variations also reduces the apparent mass of the building.

Figure 512-3 **Figure 512-4**
These are examples of green terraces that can be employed to afford privacy between buildings and soften the impact of larger, taller buildings. Such use of landscaping can also assist with stormwater capture and building energy efficiency.

(3) Lots with frontage on a Transit-Oriented Street can be developed to six (6) stories and ninety-five (95) feet without any horizontal stepping if at least one-half (1/2) of the lot's street frontage is located within two hundred and fifty (250) feet of the center of the intersection of any two (2) Transit-Oriented Streets, and if all quadrants of the intersection are zoned to permit height exceeding four (4) stories and sixty-five (65) feet. Additional height, up to the district maximum, may be achieved by 1:1 stepping.

(F) Adjacent Nonconformities. When a site plan under review for development or redevelopment borders nonconforming development, the site plan shall consider the discontinuity of public improvements (ex: sidewalk width and location) or other incompatibilities that will result at the site edges, and which may endure until the adjacent property(ies) are developed/ redeveloped. The site plan shall propose a transition between the proposed conforming development and adjacent nonconforming development that is acceptable to the town.

(G) Existing and proposed residential uses including mixed uses shall be designed to be integrated into the existing neighborhoods created through the implementation of the RAC. Compatibility and appropriate transitional design elements will be reviewed at time of site plan review, consistent with these land development regulations. Such regulations in review shall ensure that existing industrial uses will not become incompatible with new development and that new development shall provide buffers and site design in light of exiting land uses.

Sec. 12-32.513. Use of public right-of-way; required improvements and dedications.

(A) Intent and Character. The public right-of-way should be envisioned as a primary place of activity. Using and invigorating the right-of-way along the streets is the single most important element to redeveloping a pedestrian-friendly, multi-modal community. The right-of-way will incorporate vehicular, pedestrian, and bicycle improvements. The town and the private developer should work together to make sure there is a seamless relationship between building entrances, plazas, sidewalks, and crosswalks. A continuous, attractive, and enjoyable experience is the goal for the pedestrian. The public right-of-way will serve the community by offering places for activities such as sidewalk seating, people watching, waiting on transit, small gatherings, and street vendor opportunities. In order for a safe and comfortable pedestrian experience to be achieved, shelter from sun and rain is

encouragedthrough continuous awnings, covered walks, landscape and umbrella coverage of the sidewalk.

(B) Principles.

(1) Pedestrian experience and amenities should be the priority when allocating funds for right-of-way improvements; no longer should right-of-way improvements be solely focused on the automobile.
(2) Building occupants are encouraged to add elements such as decorative pots, café seating and awnings in areas of the sidewalk approved by the town.
(3) Pervious pavers and extensive plant beds added to the public use areas are encouraged to reduce storm water runoff.
(4) Shade trees and light surfaces shall be utilized to increase the urban tree canopy and reduce heat.
(5) Utilizing continuous trenches for planting street trees and shrubs allows for a better root system that results in healthier longer living large trees.
(6) Transit stops should be integrated into the overall design of the street and the adjacent building.
(7) Street vendors are encouraged in areas where plaza or other gathering space is of adequate size.
(8) Where allowed, on-street parking with planter bulb-outs is encouraged.
(9) A pedestrian bridge over SR 84 should connect the east-west rapid transit station to the College Avenue corridor.

(C) Requirements.

(1) The developer or each development site shall be responsible for burying overhead power and utility lines and providing sidewalks, street lighting, street furniture and other improvements within the right-of-way adjacent to development site pursuant to the applicable street section(s) in sec. 12-32.528, “Street sections” and the specifications for same adopted by the town council. The town may permit payment in lieu of construction for improvements that the town will undertake on an areawide basis.
(2) Right-of-way shall be dedicated to fulfill the street section requirements in sec. 12-32.528.
(3) Greenway dedications shall be required pursuant to an open space and drainage master plan, when adopted.
(4) The several components that must be integrated into the design of rights-of-ways are transit shelters and bicycle lockers that are easily accessible to pedestrians, lighting, shade (from trees, awnings, arcades, and canopies), site furnishing, and directory signage.
(5) No structure or landscaping shall impede pedestrian or bike circulation within the right-of-way.

Sec. 12-32. 514. Massing and articulation.

(A) Intent. Massing refers to the bulk plane of a building. The perception of building mass is influenced by the building’s distance from the street, its height relative to its width, whether height is reached in one or multiple vertical and/or horizontal planes, and the spacing between buildings. Articulation refers to the treatment of a building’s façade. A blank façade has no articulation. A façade with substantial fenestration, balconies, character lines, columns, etc. is highly articulated. Buildings are the face of the town. Their form, quality, interest, function, and style all serve to define the character of this place.

(B) Principles.

(1) Buildings are encouraged to vary in overall height and not be contained in a single volume of continuous height.

(a) All buildings that front Transit-Oriented streets and other collector and arterial streets are encouraged to display a uniform cornice height between twenty-five (25) and thirty-five (35) feet above finished grade. This cornice height should consist of a uniform alteration to the building massing for a minimum of four (4) feet perpendicular to the vertical surface. Buildings exceeding thirty-five (35) feet in height should maintain no more than three (3) stories without horizontal moderation in vertical surface plane. This moderation should consist of a minimum four (4) foot horizontal variation in surface plane such as brise soleil, balconies, building projections, etc. Repetitive moderations are discouraged.

(b) The first thirty-five (35) feet of the exterior facade vertical plane should enhance the pedestrian environment by incorporating appropriate architectural features. Such features include cornice, molding stringcourses, ornamentations, changes in material or color, and other sculpting of the architectural surface, which add special interest and are compatible with public sector site elements.

(2) Pedestrian bridges extending over public right-of-way may be permitted providing those connections have secured legitimate air rights over the public corridor and meet all applicable codes. The location of pedestrian bridges should be limited to building complexes where buildings share common needs/ uses or when the interaction between users of the buildings is important for the success of the use. A connection over SR 84 to future east-west rapid transit is considered a necessity once the transit infrastructure is in place. All over street connections should be of exceptional design, which enhance the visual and functional quality of the streetscape and should be compatible with site elements.

(3) Where possible, rooftops should be designed to accommodate various forms of human activity such as sun decks, tennis courts, gardens, outdoor cafes, etc. Roof surfaces not allocated to human activity should be finished with a surface material that does not affect the quality of views from surrounding buildings or site lines from taller buildings should be directed way from unsightly rooftops. All rooftop mechanical equipment, stair, and elevator towers should be designed as an integral part of the building volume and/ or adequately screened. Rooftops designed and used to hold topsoil and landscape plantings (green roofs) are encouraged. See also Sec. 12-32.526, “Green building.”

(4) Facades of buildings should be divided into individual storefronts or entries.

(5) Large expanses of glass should be subdivided into smaller units.

(6) Differentiation should be provided at the base and the top of windows (see Figure 514-1 for illustrations of this concept).

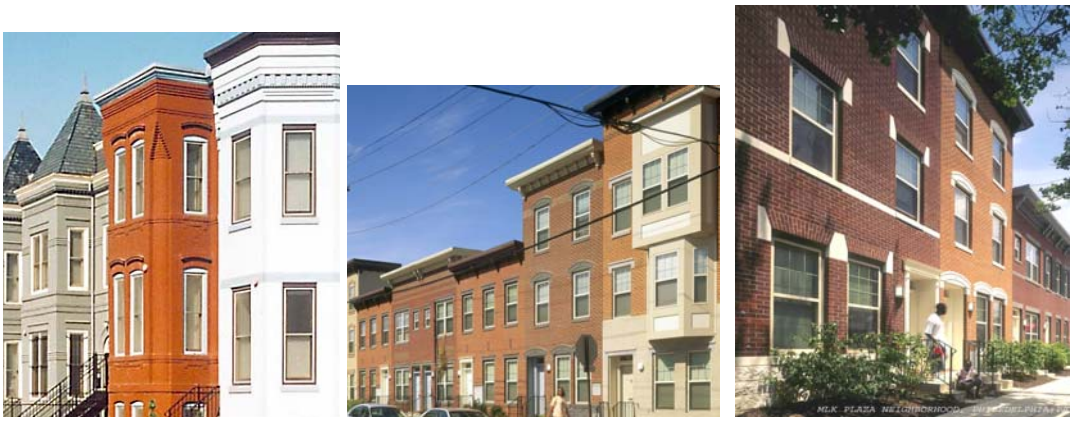


Figure 514-1

(7) The ground-level floors should be visually separated from floors above through the use of architectural elements that could include galleries, awnings, canopies or lintels, or by recessing the ground-floor level from the floor above (arcade frontages).

(8) A visible and delineated roofline is encouraged, such as a cornice, pediment, or related visual trim. The upper termination of a building should be more strongly developed in a building with a flat or slightly sloping roof (see Figure 12-514-1 for illustrations of this concept).

(9) Store entrances should be recessed, not flush, with the edge of the building facade, to provide shelter for persons entering and exiting, to articulate the façade, and to provide maximum window display area at the entrance.

(10) Landscaping should provide additional texture at street level as well as increase pedestrian awareness of buildings, their entrances and the visual access. Decorative planters are encouraged as well as trees planted utilizing tree grates.

(11) Building design should encourage multi-tenant occupancy at the lower two (2) floors.

(12) Solid walls should not exceed twenty (20) feet in length without vertical articulation.

(13) Ornamental fountains, waterfalls, sculptures, arbors, trellises, planted beds, clock pedestals, awnings, and canopies are encouraged.

(14) False fronts or parapets that create an insubstantial appearance should be avoided.

(15) Stepping the building (see Figures 12-512-1 and 12-512-2) can also reduce the apparent scale of the building and establish a “base” and a “top.”

(16) Changes in mass should relate to structural system(s) and the organization of interior space.

(17) New development, or the retrofitting of existing development, should address the public sidewalk. Design of the sidewalk-level facade should be incorporated into the design of the overall building.

(18) Street frontage facades should have entryways at reasonable intervals, typically no more than fifty (50) feet apart.

(19) Ground level facades that face the street should be designed with entrances, windows, display windows, or other display devices.

(C) Requirements.

(1) Facades shall be constructed in a manner to appear substantial, avoiding low-quality building materials and construction details that contribute to the perception of a facade as flimsy, or are inconsistent with the materials and architectural style.
(2) The building facade shall use architectural solutions (e.g. building materials, texture, offset building massing, repetition of columns, recess entries, windows, and awnings) to avoid the creation of impenetrable, un-articulated building facades.
(3) Landscape elements shall never impede pedestrian circulation.
(4) Single dominant building masses are prohibited.
(5) Substantial variations in massing shall include changes in height and horizontal plane.
(6) Horizontal mass shall not exceed a height to width ratio of one (1) to three (3), (1:3), without a substantial architectural element that either projects up or away from the building, such as a tower, bay, lattice, or other architectural feature.
(7) Building massing, architectural details, entry details or changes in materials shall be used to highlight the location of building entries. For example, greater height can be used to accentuate entries in the form of tower elements, tall voids, or a central mass at an entry plaza.
(8) Buildings that are part of an existing or future complex shall have a unity of character and design. The design character of buildings shall be such that it is aesthetically pleasing and without cluttered forms having no apparent system of organization.
(9) All building elevations shall receive architectural treatment, although the primary emphasis may be given to the main facade(s).
(10) All development must be designed to enhance ground-level architectural elements on a human scale. Entry conditions, building materials, awnings, windows, lighting, and well-designed signage can all contribute to conditions ideal for attracting pedestrians.
(11) All buildings shall have a minimum of two (2) planes of vertical separation.

Sec. 12-32.515. Supplemental regulations.

(A) Screening required.
(1) Dumpsters, dumpster enclosures and loading zones shall not be located within twenty (20) feet of any street line or BTL.
(2) Dumpsters and their enclosures and loading zones shall be screened from view at the street frontage by a building or screenwall six (6) feet in height with a planter at the street-facing base of the screenwall, provided that the town may require additional screening if necessary to obscure same from street view.
(3) Utility boxes and machinery, including but not limited to backflow devices, electric meters, air conditioning units, and transformer boxes, shall not be visible from public rights-of-way, parks and other public spaces.
(4) Loading areas shall be screened from view from streets and properties with conforming residential usee.

(B) Fences. Fences are most useful to separate uses, define transitions from the public sidewalk to private property, guide pedestrians to entrances, and screen unsightly views. Fences shall be subject to sec. 12-33(O), except as follows:
(1) Chain-link fences are prohibited in all cases except for ball field enclosures and along rear and interior side property lines .
(2) Decorative fencing is permitted in all districts, and is the only type of fencing permitted in any front yard. Decorative fencing shall not exceed three (3) feet in height. Approved decorative fencing materials are wooden shadowbox, picket fencing, and decorative steel, iron and aluminum.

(3) Wood fences shall be constructed of cedar or other heavy timber that will not create a run-down appearance after sustained exposure to the elements. Caps shall be part of the fence design to protect the end grain of the slats.
(4) Commercial security fencing shall not front an arterial, collector or residential street. Commercial fencing must be decorative aluminum and shall not exceed eight (8) feet in height.
(5) Whenever possible, fences should be combined with other elements such as plant material.
(6) Fences shall generally be considered an extension of the adjacent structure or architectural elements, and the materials should be compatible.

(C) Street furniture. Street furniture, including but not limited to, benches, transit shelters, waste bins, bike racks or lockers shall be of a uniform style within the district, as specified by the town.

(D) Measurement of street-side setbacks and build-to-lines shall be measured from the ultimate street right-of-way lines that include any dedication(s) required to achieve the adopted street sections within the RAC.

Sec. 12-32.516. Nonconformities.

Nonconformities shall be governed by Sections 12-36 through 12-41, except as follows.

(A) Nonconforming characteristics of use not addressed in Sections 12-36 through 12-41, including but not limited to, location of parking facilities, access to parking facilities and other requirements unique to the RAC districts shall be subject to the same thresholds and conditions for compliance as nonconforming buildings and structures.

(B) Nonconforming buildings and structures.
(1) *Alteration.* The modification to the shell and/or interior of existing nonconforming buildings or structures is permitted without triggering compliance of said building or structure with these regulations.
(2) *Expansion.* The expansion of a nonconforming building or structure shall be permitted as long as the cumulative square-footage of such expansion within any five (5) year period does not exceed twenty-five (25) percent of the gross floor area of a building, as it existed upon the effective date of these regulations,. In the event that the cumulative five (5) year threshold is met, compliance with these regulations shall be required if the town determines that substantial compliance with these regulations can be achieved without compromising the intended use of the expansion and logistics of the building and site layout.
(3) *Damage or destruction.* The threshold in Section 12-39, for determining when a nonconforming building or structure must fully comply with these regulations after damage or destruction, shall be deemed to be fifty percent (50%) of assessed value for a time period of fifteen (15) years from the date of adoption of these regulations. Following such time period, the threshold set forth in Section 12-39 shall be applicable.

(C) RAC-RTE and RAC-RTW districts.
(1) *Intent*. It is intended that the continuation of uses made nonconforming by these regulations be balanced against the progress of RAC Master Plan implementation. It is therefore the intent of this provision that the existing industrial communities in the RAC-RTW and RAC RTE districts be allowed to continue operating into the near future, as provided below, so that the regulations of the RAC districts have their full force and effect on these areas only after allowing a limited but reasonable time for changes to occur in infrastructure availability that are conducive to the types and intensity of development envisioned in the RAC Master Plan and encouraged in these regulations.

(2) *Nonconforming uses.*

(a) Uses first allowed in the M-2 District, legally existing as of the date of adoption of the RAC-RTE and RAC-RTW district regulations, shall be permitted to operate and expand without limitation, and shall not be subject to the limitations of Sec. 12-37, "Nonconforming use of land," Sec. 12-40, "Nonconforming use of buildings, structures and premises," and the nonconforming use provisions of Sec. 12-41, "Alterations, construction, repairs and maintenance" for a period of five (5) years from the date of adoption of these regulations. Change of use to other M-2 uses is also permitted during this period.

(b) Recognizing the uncertainty of the speed and progress of redevelopment within this specific existing industrial area, it is contemplated that, at the end of the five (5) year period, these M-2 uses may continue to operate as provided above for an additional five (5) years unless all of the following activities have occurred:

1. Federal government approval for construction of the east-west transit study; and
2. Approval and funding of the transit system consistent with the RAC Master Plan; and
3. Full or partial redevelopment of three (3) percent or more of the industrial lots of record within the applicable district; and
4. Redevelopment of three (3) percent or more of the industrial acreage within the applicable district.

(c) For the purpose of this provision, "redevelop" shall mean the establishment of any permanent, non-industrial use upon land that was vacant or developed for industrial use at the date of adoption of this provision, and shall include construction that has commenced for a non-industrial building or use.

(3) At the end of the original five (5) year period, or second five (5) year period if extended, all M-2 uses and structures shall be subject in full to the nonconforming use and structure provisions of Sec. 12-36 through 12-41 as modified in (A) and (B) above, except that when a nonconforming use is discontinued, the nonconforming use status shall not be extinguished unless the discontinuance exceeds a period of twelve (12) consecutive months. It is expressly noted that the nonconforming provisions of this Section applicable to the subject industrial areas are temporary and transitional in nature, and shall not in any way be interpreted to confer any rights to the use of land or structure beyond what is temporarily permitted herein.

Sec. 12-32.517. Off-street parking requirements.

(A) Intent and applicability. This section is intended to minimize both the actual and perceived presence and dominance of parking facilities within designated corridors by prescribing the location of, and access to, parking facilities via the rear of properties, away from the street, and by minimizing the potential for "overparking", which occurs when there is an oversupply of parking spaces. It is also the intent of these regulations to encourage the provision of strategically centralized public parking with transit connections, and on-street parking that further reduces the amount of off-street parking that must be provided.

The parking paradigm used in this section reflects an urbanizing, but not yet urban area, where alternate modes of transportation and shared parking facilities begin to reduce demand for parking spaces. As strategically located centralized public parking is provided

and multi-modal infrastructure and service improves over time, the parking space requirements should be adjusted to reflect the modal shift that is expected to occur.

Parking and loading requirements and vehicular use area design geometrics shall comply with Article VII except as provided in this section.

(B) Driveway Allowances. The Town of Davie seeks to have buildings fronting the entire width of their lots along Transit-Oriented Streets, as well as many other streets within the RAC districts. Wherever these regulations require buildings to occupy the entire width of a lot, off-street parking facilities must be provided in the rear yard, accessed by a side street or an alley, or contiguous rear parking areas with through-access that together function like an alley. If no such infrastructure exists, driveway access is permitted as follows. However, it is required that new development be designed in a way to create opportunity for these connections to be made when adjacent lots are redeveloped in the future.

(1) When vehicular access is necessary within the street frontage, it will be limited to a single curb cut for access in and out, provided two (2), one (1)-way drives may be permitted if necessary for parking facility circulation.
(2) Additional driveways may be permitted for lots where sufficiently high trip generation requires extra driveways, as determined by the town engineer.
(3) Driveways should be located along side property lines within shared access easements to encourage connection from adjacent properties. Under such circumstances, the minimum separation requirement between driveways and property lines shall be waived. The town may require easements for future sharing of driveway access.
(4) Every rear parking facility shall be designed for connectivity to existing or future rear parking facilities on adjoining properties with the same street frontage. This shall include the recording of cross-access easements.
(5) As redevelopment occurs, connections shall be made between rear parking lots on neighboring lots. This connectivity will reduce the need for curb cuts along the street, and allow opportunity for those driveways to be redeveloped for building frontage, paseos, or outdoor building space.
(6) In order to encourage existing developed lots to connect their rear parking facilities to those of adjoining lots, up to five (5) percent of the required parking may be eliminated if logistically necessary to provide said connections. Parking facilities that are nonconforming as to required number of spaces by five (5) percent or more shall not qualify.

(C) Alleys. Few blocks in the RAC are bisected by alleys. The benefit of rear alleys are that they allow for a continuous building frontage and fewer vehicle-pedestrian conflicts. Alleys may be incorporated into rear parking lots as standard drive aisles.

(D) Through-Block Pathways (paseos). Through-block pathways refer to interior on-site pedestrian walkways that are not located within a public right of way (but may be located on public property). The alignment of these pathways, where required, shall take into account pedestrian connections shown in the comprehensive plan, proposed, and existing buildings and to the extent possible property lines to enhance the pedestrian environment and connections to adjacent property. Paseos shall be designed to enhance the surrounding buildings and to provide community amenities.

(E) Parking Placement and Design. The intent of parking placement regulations is to de-emphasize parking lots from the public streetscape and to provide an environment conducive to pedestrian activity by locating parking lots and their access away from street frontages, where the following provisions shall apply. Strategically located peripheral public parking facilities with transit, bicycle, and pedestrian connections are specifically encouraged.

(1) No surface parking shall be located within twenty-five (25) feet of any street line that forms the basis of a build-to-line, except as provided in (11), below.
(2) Parking spaces shall be screened from view at all frontage lines by a building or screenwall six (6) feet in height with a planter at the street-facing base of the screenwall, except as provided in eleven (11), below.
(3) Parking structures shall be set back at least fifty (50) feet from all Transit-Oriented Streets and any street for which a build-to-line is established herein. The intent of this setback is to ensure that adequate space exists for a liner building, as encouraged below, even if the liner building is not constructed at the time the parking structure is built. Parking structures should be enclosed by a liner building built along all of said street frontages a minimum thirty (30) feet deep, and not less than two (2) floors and twenty-five (25) feet in height measured to the roof eave or parapet. The liner building may be attached or detached from the parking structure.
(4) If inadequate lot width precludes a parking structure with liner building along a street, the parking structure may be built to the BTL and architectural solutions shall be utilized, such as creation of a false facade, provided that one of the permitted frontage types shall be utilized, and that the first floor shall be inhabitable and usable for one or more permitted uses.
(5) Street level openings to parking structures may occur only on side streets (not primary or urban secondary) and shall be minimized to accommodate necessary vehicle entrances and pedestrian access only.
(5) Gates/ticket machines within any parking facility must allow for one (1) vehicle to stack exclusive of public right-of-way.
(6) Where corner access and rear access exists, access shall be from the rear except as provided in (11), below.
(7) Drive-thru service windows, including vehicular stacking lanes, are prohibited except in the rear yard, and shall not be permitted within one hundred (100) feet of a property line zoned, land use plan designated or occupied for single-family residential use, provided that no drive-thru window or stacking lane shall be visible from a public right-of-way.
(8) Single-family detached housing may provide parking in the side yard if neither on-street parking or rear alley access is available, however, front yard parking is prohibited.
(9) All other residential types shall provide only rear yard parking.
(10) Front or side yard parking for flex space developments that require extensive loading areas, and which have multiple-tenant offices facing street, may be authorized by a level one (1) adjustment.
(11) Where no on-street parking exists along Transit-Oriented Street frontages, the town may allow up to one double loaded corridor in front of buildings designed for retail and entertainment uses if cross-access to other front-yard parking facilities exists or will be provided, such that the parking connections will allow for continuous circulation without utilizing the street. The required pedestrian zone and build-to-line shall be established at the back edge of the parking facility as if it were the frontage line. Intent: parking in front of a retail-type uses is a proven necessity for the success of such businesses.
(12) Off-site parking facilities are permitted within the RAC districts. If the off-site parking facility is more than one thousand, two hundred fifty (1,250) feet from the development site seeking to utilize the off-site spaces, transit service with a maximum fifteen (15) minute headway between the parking facility and development site must exist or be planned with committed funding within five (5) years of issuance of a building permit for the development site. The owner of the off-site parking facility shall enter into written arrangement with the town, whereby the land providing the parking area shall never be sold or disposed of except in conjunction with the sale of the building the parking area serves so long as the off-site parking facilities are required. Said agreement shall be recorded at the expense of the owner and shall

run with the land to bind the heirs, successors and assigns of said owner. Said written agreement may be voided by the town administrator if other provisions are made for off-street parking facilities.

(13) The availability of on-street parking spaces shall reduce the off-street parking requirement of uses on an abutting lot. Each on-street parking space abutting a lot for at least fifty (50) percent of its length shall reduce the off-street parking requirement on such lot by one space.

(F) Bicycle Parking Requirements. Secure and convenient off-street bicycle parking facilities shall be provided as follows at no cost to users. All bicycle parking facilities shall be provided on private property in a highly visible location to intended users, protected from sun and rain by a roof, canopy or other approved cover, and situated to maximize the Crime Prevention through Environmental Design (CPTED) principle of natural surveillance. Bicycle racks and bicycle lockers are approved for use.

(1) Office and institutional: One (1) space per forty (40) required parking spaces (at maximum requirement, before reductions) or fraction thereof.

(2) Residential multi-family: One (1) space per three (3) units.

(3) Retail, service, entertainment:

(a) For the first four hundred fifty (450) required parking spaces, one (1) bicycle space per fifteen (15) required automobile parking spaces or fraction thereof.

(b) For all additional required parking spaces above four hundred fifty (450), one (1) bicycle space per fifty (50) required parking spaces or fraction thereof.

(4) Mixed-use: Add the requirements of the separate uses.

(G) Automobile Parking Requirements.

(1) Parking space dimensions. Every standard off-street parking space shall be at least nine (9) feet in width and eighteen (18) feet in length. Compact parking spaces are subject to the dimensional requirements and quantity limitations of Article VII.

(2) Fee for parking. Nothing herein shall require that all off-street parking be provided free of charge.

(3) Number of required spaces. Minimum parking space requirements for several of the most common land uses are provided in Table 12-32.517(G), below. Article VII establishes all other requirements for the minimum provision of off-street parking spaces. All parking standards are subject to the applicable adjustment factors (expressed as cumulative maximums) established and explained in (H), below.

Table 12-32.517(G)

Building Use	Parking Requirements
Office	2.5 spaces per 1,000 SF
Retail	3 spaces per 1,000 SF
Restaurants	1 space per 75 SF for dining + 1/350 SF non dining
Hotel	1 space per 1,000 SF
Residential; efficiency	1.5 spaces per dwelling unit
Residential; 1-bedroom	1.5 spaces per dwelling unit
Residential; .2-3 bedroom	2.0 spaces per dwelling unit
Education	3 spaces per 1,000 SF + 1.5/classroom
Healthcare	3 spaces per 1,000 SF + 2/bed
Showroom/ Warehouse retail	2 spaces per 1,000 SF

(H) Parking reductions. The calculated automobile parking requirements resulting from the above parking standards and those in Article VII, as applicable, may be reduced by applying the parking discounts of this subsection, outlined in Table 12-32.517(H), below,

and explained in detail following the table. The table shows the cumulative parking reduction that is permissible with any combination of reductions.

Table 12-32.517(H)	Bicycle Parking w/ Lockers	Changing, shower facilities	Transit-Oriented Development	Workforce Housing	Greenway
Bicycle Parking w/ Bicycle lockers (see 1, below)	5%	10%	10%	TBD	10%
Changing, shower facilities (see 2, below)	10%	10%	15%	TBD	15%
Transit-Oriented Development (see 3, below)	10%	15%	5%	5%+	5%
Workforce Housing (see 4, below)	5%+	5%+	5%+	TBD	5%+
Greenway (see 5, below)	10%	15%	5%	5%+	5%
Park Once Specialty Uses (see 6, below)	Not usable in combination with other reduction factors				
Mixed-Use Shared Parking.	Determined by using Table 12-32.517(I) after applying the reduction factors of this Table.				

(1) Reduction for bicycle parking and lockers. Equal to one-half (0.5) of the ratio of required bicycle spaces provided with bike lockers divided by required auto parking spaces but not exceeding ten (10) percent of required parking.

(2) Reduction for bicycle parking, lockers, changing and shower facilities equal to the ratio of required bicycle spaces divided by required auto parking spaces, not exceeding ten (10) percent of required parking. Separate men's and women's facilities shall be provided in the amount of one (1) enclosed shower stall and thirty (30) square feet of changing area for every ten (10) required bicycle spaces.

(3) Reduction for Transit-Oriented Development of five (5) percent anticipated by modal split.

(4) Reduction for workforce housing units. A reduction shall be applied based upon data correlating car ownership with income level or housing cost.

(5) Reduction for provision of a greenway of five (5) percent allowed for provision of a greenway that connects all parts of a development twenty (20) acres or larger to a primary street cannot be combined with a T.O.D. reduction. Greenway's should feature at least one (1) pedestrian plaza with some combination of fountains, a gazebo, benches, landscaping, and/ or other pedestrian draws.

(6) Reduction for "park-once synergy of uses." This is a grouping of like businesses that locate together to take advantage of the economies of scale, such as home furnishing, antiques and accessories stores that benefit from comparison shopping for specialized, often substantial items. Required parking for such uses shall be

provided in the amount of the full parking requirement of the largest establishment of the grouping. No other reductions shall apply in unison with this parking formula.

(7) Substitution of motorcycle/ scooter parking spaces. One (1) of every fifty (50) automobile parking spaces may be substituted with a designated motorcycle/ scooter space clearly demarcated by striping and/ or curbing and signage. For example; a development requiring one hundred (100) parking spaces could substitute two (2) automobile parking spaces for motorcycle/scooter spaces. A motorcycle space shall be no smaller than three (3) feet by seven (7) feet.

(8) Off-street parking along the street frontage of a lot shall count towards the parking requirement.

(l) Shared parking.

(1) *Intent*. The intent of shared parking is to permit a reduction in the total number of required parking spaces when a parcel is occupied by two (2) or more uses which typically do not experience peak parking demands. At the same time, providing the area where the sharing occurs is not heavily impacted by a parking shortage and provided that a shared parking agreement between property owners is recorded in the public records subsequent to town approval of the same. The developer or property owner is responsible for providing a copy of the recorded shared parking agreement to the town prior to issuance of a certificate of occupancy.

(2) *Shared parking calculations.* The reductions for mixed-use developments are based upon shared parking calculations provided in Table 12-32.517(l), below. Instructions for use of the shared parking calculations follow this table.

Table 12-32.517(l)

Building Use	**Weekday**			**Weekend**	
	Night Midnight-6AM	Day 9AM-4PM	Evening 6pm-Midnight	Day 9AM-4PM	Evening 6PM-Midnight
Residential	100%	60%	90%	80%	90%
Office	5%	100%	10%	10%	5%
Retail, services	5%	70%	75%	75%	70%
Hotel	80%	80%	100%	80%	100%
Restaurant*	10%	50%	100%	50%	100%
Entertainment*	10%	40%	100%	80%	100%
Other	100%	100%	100%	100%	100%

* When a grouping of at least 15,000 s.f. of restaurants is located proximate to at least 50,000 s.f. of entertainment use, the combined parking requirement for the uses shall be reduced by ten (10) percent. The restaurant uses shall be considered proximate to the entertainment uses if within a one-quarter mile walking distance via a continuous sidewalk.

(3) *Procedure*. When any land or building is used for two (2) or more uses, the minimum total number of required parking spaces shall be determined by multiplying the minimum required parking for each individual use, excluding spaces reserved for use by specified individuals or classes of individuals, by the appropriate percentage listed in the table for each of the designated time periods. Add the resulting sum for each of the five (5) vertical columns of the table. The minimum parking requirement is the highest sum resulting from the foregoing calculation.

(4) *Maximum reduction.* The maximum reduction under this provision shall be twenty-five (25) percent, excluding any reductions achieved through numbers one (1) through six (6), above.

Sec. 12-32.518. General open space principles and requirements.

(A) Intent. Open space is not only a physical space but serves dually as functional linkages between neighborhoods/ districts. It is recommended that open space is provided throughout the RAC within five minute walking distances. Open space as part of all new developments is integral to livability within RAC districts. Open space encourages outdoor activity and life outside developments, which in turn creates a safer environment. Open space in conjunction with new developments should be located and designed to meet the needs of residents, businesses, and other users; to ensure a proper pedestrian scale; and in some cases to provide pervious area to serve the town in handling storm water drainage.

(B) Principles. To increase usable/ attractive open space within the RAC that benefits both the public and private developers the following principals are suggested:

(1) Design public and private development projects to include usable, common open space consistent with one or more open space typologies discussed in this section (i.e. plaza, paseo, courtyard, pocket park, etc.). This common space may assume a variety of different forms of site design solutions, but all common open space shall be integrated into the overall design of the new development and should easily connect to surrounding buildings and other pedestrian connection routes (and where possible, to adjacent open space networks).
(2) Reclaim all underutilized town-owned land within the RAC districts and create a plan for revitalizing these spaces so that they are no longer in deterioration.
(3) Encourage development of all open water sites with waterfront park features so that the area is dually serving the community in function and aesthetics.
(4) Encourage all new parks to be cutting edge public spaces that will spark community pride.
(5) Provide streetscape improvements (existing and future streets) that have a strong commitment to the pedestrian – comfortable walking, shaded seating, attractive pedestrian-scale features; ultimately serving the RAC as common open space connections.

(C) Open space and open space types defined.

(1) The following areas shall be considered as part of the required open space, both individually and in combination: landscaped areas; public sidewalks ten (10) feet in width or greater; plazas, courtyards, paseos and other open space types defined herein; outdoor dining and landscaping within any of the above; and, water features may count for up to twenty percent (20) percent of required open space. As an incentive, the percentage of water that may count towards required open space shall be increased to thirty-five (35) percent upon the provision of a waterfront park or promenade at least five hundred (500) feet in length and thirty (30) feet in width.

(2) Open spaces that do not conform to a defined open space type in sec. 12-32.519 (ex: required buffers, lawn areas, water bodies without a pedestrian promenade or other recreation component) shall not be considered *common* open space.

(3) This provisions shall control to the extent of conflict with open space requirements in Chapter 12.

(4) Characteristics of each open space type defined in sec. 12-32.519 below, that are not mandatory, shall qualify for the open space incentives of Table 12-32.509(F), “Schedule of incentives.”

(D) Requirements.

(1) Open space shall be provided in the amount required in Table 12-32.509(E), subject to reduction through incentives for affordable housing, green buildings, etc. Provision of all or some of the required open space as common open space is also encouraged through incentives.

(2) Ensure existing parks and town common spaces are provided with adequate pedestrian connection to surrounding primary street corridors.

Sec. 12-32.519. Types of open spaces; principles and minimum standards.

Besides traditional "park space" it is important that other types of spaces be developed, for example: small urban plazas; the upgrade of alleys to pedestrian paseos; and dedicated sections of sidewalks for social and recreational uses. Table 12-32.509(F) includes an incentive bonus for projects that contribute to the overall system of common open spaces. Types of open spaces that should occur throughout the RAC, , and allowable locations, are identified in this section.

(A) Table 12-32.519(A)
Common Space types Allowable by Street

Davie Road	**SR 84**	**College Avenue**
Pedestrian Streets	Pedestrian Streets	Pedestrian Streets
Open space connections	Open space connections	Open space connections
Pocket parks	Pocket parks	Pocket parks
Plazas	Plazas	Plazas
Private open space	Private open space	Private open space
Landmark park	Linear Water Front Park	Linear Water Front Park
	Promenade	Promenade
		Recreation/ Ball field

Nova Drive	**SW 30th Street**	**SW 39th Street**
Pedestrian Streets	Pedestrian Streets	Pedestrian Streets
Open space connections	Open space connections	Open space connections
Pocket parks	Pocket parks	Pocket parks
Plazas	Plazas	Plazas
Private open space	Private open space	Private open space
Landmark park	Linear Water Front Park	Linear Water Front Park
	Promenade	Promenade
	Recreation/ Ball field	Recreation/ Ball field

SW 36th Street	**Oakes Road**	**Orange Drive**
Pedestrian Streets	Pedestrian Streets	Pedestrian Streets
Open space connections	Open space connections	Open space connections
Pocket parks	Pocket parks	Pocket parks
Plazas	Plazas	Plazas
Private open space	Private open space	Private open space
Linear Water Front Park	Linear Water Front Park	Linear Water Front Park
promenade		Promenade
Recreation/ Ball field		Recreation/ Ball field

(B) Pedestrian Streets. Include streets that will focus on ground floor retail and large amount of pedestrian activity. Transit-Oriented Streets are very important pedestrian streets. Pedestrian streets should have the widest sidewalks, streetscape elements, and ground floor

uses that result in a comfortable and interesting pedestrian experience. Pedestrian sidewalks do not qualify for incentive credit.

(1) Characteristics and requirements.
  (a) Developers may install sidewalk elements, such as commemorative plaques or artwork, as approved by the town, at the main entrance to buildings.
  (b) The sidewalk paving pattern and materials should be continuous and flush.
  (c) Street trees and street landscaping should be spaced a minimum of twenty-five (25) feet apart
  (d) Walking paths shall be adequately lit.
  (e) Sidewalk furniture (benches, drinking fountains, etc) should be abundant.
  (f) Compliance with the applicable street/sidewalk section is required (ex: specifications for street lighting, awnings, paving, street furniture, etc.).

(C) Pocket Parks. Pocket parks can occur nestled in downtown Davie, on a college campus or amongst the largely residential Downtown Davie neighborhood districts (RAC-ND2 and 4). Ranging usually in size from one-half acre to an acre, pocket parks can offer relief from the hardscape of downtown or can be utilized as a community yard if set on the center of a square of residential units. Pocket parks are most successful when found directly off the beating path of a successful pedestrian street or with residential units "watching" the park.

(1) Characteristics and requirements.
  (a) Pocket parks should abut streets and be physically and visually accessible from the public sidewalks. Adjacent development should be designed with natural surveillance considerations including building orientation and access to the park, and fenestration, in order to encourage pocket park use and ensure security.
  (b) The pocket parks shall be accessible to the public for at least the time of normal business hours.
  (c) The pocket park shall not consist of any hiding places. Special features, and medium size vegetation shall be implemented with this in mind.
  (d) Pocket parks shall provide at least one sitting place for each two hundred (200) square feet of pocket park.
  (e) An even mix of sun and shade coverage is encouraged.
  (f) A pocket park shall be exclusive of any vehicular access, loading and parking areas.
  (g) Provide adequate security lighting.
  (h) Plastic playground equipment is discouraged.
  (i) A special feature, including but not limited to those listed in sec. 12-32.525(B) is required for incentive credit.

(D) Plazas. Plazas are large outdoor rooms that extend the public realm from the street or sidewalk to the main entry of an adjacent building. They enhance the pedestrian environment and will invigorate adjacent developments/ districts within which they are located.

(1) Characteristics and requirements.
  (a) Plazas should abut public areas and be physically and visually accessible from the public sidewalks. Security fences, walls, and entry gates should not block the sidewalk edge of the plaza or views into the plaza.
  (b) The plaza shall be accessible to the public for at least the time of normal business hours.
  (c) Entries to the plaza, business and storefronts within the plaza shall be designed and lighted so they are safe and visible to plaza guest, avoiding hiding places.
  (d) Ground level facades discussed in sec. 12-32.524 (facades and frontage) shall be applied to facades facing a plaza.

(e) Plazas shall provide at least one (1) sitting place for each one hundred (100) square feet of plaza in addition to any permitted outdoor dining provided.
(f) Plazas should have adequate mix of sun vs. shaded area. No more than forty (40) percent of the plaza shall be covered with a roof.
(g) At least ten (10) percent of the plaza's surface shall be landscaped to provide heat relief.
(h) Vehicular access, loading, or parking within the plaza is prohibited. Emergency access drives will be considered through plaza upon review of integration into plaza design.
(i) Plazas shall be a minimum of two thousand, five hundred (2,500) square feet in areas.
(j) A special feature, including but not limited to those listed in sec. 12-32.525(B) is required for incentive credit.

(E) Courtyards/Outdoor Space. Located within the confines of building walls, sometimes between multiple developments. Many times courtyards are not directly visible or open to the street. They are smaller than plazas. The following principals are suggested when designing a courtyard:
(1) Characteristics and requirements.
(a) The courtyard shall be accessible to the public for at least the time of normal business hours.
(b) Courtyards should be physically accessible from the public sidewalks.
(c) Entries to the courtyard, business and storefronts within the courtyard shall be designed and lighted so they are safe and visible to courtyard guest, avoiding hiding places.
(d) Courtyards shall provide at least one sitting place for each seventy-five (75) square feet of courtyard in addition to any permitted outdoor dining provided.\
(e) Courtyards should have adequate mix of sun vs. shaded area, no more than fifty (50) percent of the courtyard should be covered with a roof.
(f) No vehicular access, loading, or parking is permitted.
(g) At least ten (10) percent of the courtyard surface shall be landscaped. Shade trees and gardens are strongly encouraged.
(h) A special feature, including but not limited to those listed in sec. 12-32.525(B) is required for incentive credit.

(F) Linear Waterfront Parks/Promenades. Existing canals and large tract water bodies dominate the landscape in many areas of the RAC districts. Improvements to the surrounding green space would increase walkability and property values of adjacent businesses and residents. The surrounding green space of these existing water bodies as well as future water bodies should be utilized as linear parks or promenades. Linear parks and promenades can be found within urban areas or in more suburban scenarios, connecting multiple businesses via an attractive pedestrian promenade. In South Florida, promenades and linear parks are often adjacent to water bodies. An incentives is provided for waterfront promenades, pursuant to sec. 12-32.518.

(1) Characteristics and requirements.
(a) Linear parks and promenades shall be physically accessible and clearly visible from adjacent street corridors and adjacent business entries.
(b) At least fifty (50) percent of the linear park and twenty (20) percent of the promenade surface shall be landscaped. Shade trees are strongly encouraged in either scenario Linear parks and promenades shall provide at least one (1) sitting place per one hundred (100) linear feet of park/ promenade length in addition to any permitted outdoor dining that may be provided.
(c) Landscape and site lighting within the park/ promenade shall not impede the flow of the pedestrians.

(d) No vehicular access, loading, or parking is permitted within the promenade. Emergency access drives will be considered along linear park or promenade upon review of integration into park/ promenade design.
(e) Parks and promenades must consist of adequate lighting, and directional signage that is pedestrian-scaled.

(G) Recreation and Ball Fields. Existing as well as proposed recreation parks and ball fields are important to the overall success of the RAC districts, providing a location for organized sports that support university and residential needs. Recreation/ ball fields are green spaces specifically used for organized sporting events and usually consist of but are not limited to these elements, multi-use fields, tennis courts, basketball courts, and bleacher/ refreshment facilities.

(1) Characteristics and requirements.
(a) Recreation and ball fields shall be physically accessible from public sidewalks.
(b) Recreation and ball fields shall provide signage clearly stating field hours of operation.
(c) Recreation and ball fields shall not spill light pollution on surrounding residential uses.
(d) Gray water use is recommended for irrigation of fields.
(e) Field lights shall utilize cuttoff fixtures adjacent to residential and mixed-uses.
(f) Security fencing shall be at a minimum black or dark green vinyl coated chain-link. Decorative aluminum fencing (powder coated black) is encouraged.
(g) Fields must provide adequate and attractive seating, signage, and lighting.

(G) Landmark/ Town Park. Vibrant towns have a signature park highlighting and physically representing the ideals/ face of the town. The RAC districts would benefit from a signature park that could have an icon element, interactive water features, educational component, passive, active areas, and space for outdoor events.

(1) Characteristics and requirements.
(a) Town park design should be state of the art, reflections of the community's past and suggestions to its future should be evident. Educational components should play an important role as well as a schedule of events that will draw people to the park.
(b) High quality site features and materials (pavement, lighting, seating, signage, etc.) are encouraged.
(c) The town park should be physically accessible from all surrounding public sidewalks, to ensure pedestrian access.
(d) The town park should abut a main public thoroughfare.
(e) Parking counts should be kept to a minimum; alternate forms of transportation to the park are encouraged.
(f) The town park shall be at least three (3) acres preferably six (6) acres.
(g) The park must have an adequate mix of landscape vs. hardscape.
(h) Only porous parking surface is permitted, only a maximum of five (5) percent of the square feet of the park can be devoted to surface parking.
(i) Drought resistant plants or use of gray water for irrigation is encouraged.

(H) Common Open Space Connections. Open space connections consist of public and private sidewalks and paseos. These connections are the key to the ensuring walkabilty of the community and the success of common open spaces. .

(1) Sidewalks consist of two (2) types: sidewalks as part of a pedestrian street experience and independent sidewalks that traverse a site and connect separated developments. Comfortable sidewalks with attractive paving, generous landscape, shade trees, and attractive/ functional lighting create a memorable experience for pedestrians walking

throughout the RAC districts. The following principles should be reviewed when designing sidewalks:

(2) Characteristics and requirements.
  (a) Sidewalks shall be comfortable and attractive. When possible, alternative paving materials and patterns are encouraged.
  (b) Adequate seating and lighting should be integrated into sidewalk design.
  (c) All independent sidewalks not adjacent to a street or falling under the streetscape sections shall be a minimum of six (6) feet.

(I) Paseos are narrow pedestrian passages that serve as a break in larger blocks or mid block access. Former service alleys are encouraged to be redeveloped into paseos as buildings are transformed. Paseos small sizes are perfect for retail development. Paseos are useful in warmer climates where their enclosure and relative shade make them an attractive alternative to street retail.

(1) Characteristics and requirements.
  (a) Building wall heights framing a paseo should not be more than three (3) times the height of the paseo's width.
  (b) Overhead structures**;** such as trellises or roof structures should not dominate any more than fifty (50) percent of the paseo length.
  (c) Building facades facing the paseo shall reflect that of the required street frontage.
  (d) Additional shade besides that cast from the building shall be individual umbrellas or overhead awnings/ architectural fabric.
  (e) Paseos should have direct visual connection from the street to their destination points.
  (f) Seating and visual interest (sculpture, landscape, water features, etc.) are encouraged to ensure safety and usability of the paseo.
  (g) Paseos shall not be more than thirty (30) feet nor less than ten (10) feet wide.
  (h) No vehicular access, loading or parking is permitted. Emergency access drives will be considered through paseos upon review of integration into paseo design.
  (i) Paseos should be accessible to the public for at least the time of normal business hours.
  (j) Entries to the paseo business and storefronts shall be designed and lighted so they are safe and visible to paseo guests, avoiding hiding places.
  (k) Landscape and lighting shall not impeded pedestrians circulation.
  (l) Landscape should cover a minimum of ten (10) percent of the surface of the paseo.

Sec. 12-32. 520. Signage regulations.

The signage regulations of Article VIII shall apply to all signage in the RAC zoning districts, subject to the design criteria below, except that signage within areas designated Western Theme Overlay District shall be governed by the Western Theme Development Manual .

(A) Directory signage, including entryway features, shall be permitted within the public right-of-way—subject to jurisdictional approval for county and state right-of-way—for developments or activity centers of at least five hundred thousand (500,000) square feet, and the town center shopping district.

(B) Individual directory signs shall not exceed eight (8) square feet and seven (7) feet in height, and shall be subject to minimum clear zone requirements from edge of pavement.

Town council approval shall be required for district or activity center entry features within the right-of-way.

(C) Single-occupant and multi-tenant buildings that have no parking in between the building and street, with parking facilities and storefronts/public entrances oriented to interior parking facilities, shall be allowed wall signage for both the facade oriented to the street, and the facade oriented towards the interior/parking facility. Each such facade shall be permitted two (2) square feet of combined wall, fascia, awning, and canopy signage for each lineal footage of tenant storefront length along each such facade.

(D Freestanding signs are not permitted for any building or establishment that is situated within thirty (30) feet of a street line, except for buildings and establishments within shopping centers, business parks or similar complexes that were planned as one overall development unit and of at least ten (10) acres in land area or one hundred, fifty thousand (150,000) square feet of building area.

(E) Architectural Requirements.

(1) Intent. Signage and graphics will affect the overall character of the districts. In addition to serving the functional purpose of informing and directing pedestrian/ vehicular traffic, well design signs establish a visual identity of an area. To be truly effective, all signs must contribute to the cohesiveness of the project. The RAC district will be serving a broad spectrum of people ranging from residents, tourists, students, and shoppers. Some will be walking or riding a bicycle others will be driving or utilizing transit. Public and private signage design must relate to all of these various users.

(2) Principles.
- (a) Signs should be integrated with the building facade on all primary frontage street ground floor uses.
- (b) Whenever possible, signs located on buildings within the same block face shall be placed at the same height in order to create a unified sign band
- (c) Signs may be internally illuminated in a channel-letter system or a box that is integrated into the architecture of the building.
- (d) Signage should be elegant and distinct with a small town charm.

(3) Requirements.
- (a) Signs shall fit within the existing facade features, shall be confined to signature areas, and shall not interfere with door and window openings, conceal architectural details or obscure the composition of the facade where they are located.
- (b) Elevated free standing commercial or retail signage detached from the public realm of the development lot is prohibited.
- (c) Lighting that follows the form a building, structure or sign is prohibited.
- (d) Sign background colors shall be compatible with the colors of the building facade, however, trademark and corporate colors are allowed. Sign lettering may use dark, contrasting colors. A dull or matte finish is recommended for reduction of glare and enhancement of legibility.
- (e) Signs shall be either spot or backlit with a diffused light source. Ground lighting may illuminate a monument sign. Window signs may be internally illuminated but must be within enclosed boxes. Window signs shall not exceed ten (10) percent of window area.

Sec. 12-32.521. Landscaping requirements and principles.

This section establishes minimum landscaping requirements within the RAC districts.

(A) Requirements.

(1) Lots that were developed under the landscaping requirements of Article VI shall continue to comply with same.

(2) Redevelopment of lots originally subject to Article VI shall comply with the requirements of this section.

(3) Schedule of required landscaping.

Table 12-32.521(A) Landscape Requirements.		RAC-RTE RAC-ED	RAC-TC RAC-RTW	RAC-DN-2 RAC-DN-4
Street trees	Quantity	As required by Article VI	1 per 30 linear feet	
	Type		Shade tree designated by town council for applicable street	
Front yard and corner side yard		As required by Article VI	n/a (see street tree requirements)	
Rear and interior side yards	Quantity	As required by Article VI	1 per 3,000 s.f. of overall pervious area with minimum length and width dimensions of 10 feet. Pedestrian areas shall be shaded consistent with the principles set forth in these regulations.	
	Type		As required by Article VI. Accent trees and palms may be substituted for larger trees when space is too tight to plant the required number of large trees subject to approval by the town urban forester.	
Lot perimeter		As required by Article VI	Required only where specified in these regulations (ex: industrial uses).	
VUA perimeter		As required by Article VI	Required, subject to the applicable specifications of Article VI when a VUA is not screened from the view of an abutting lot or street right-of-way by another VUA, an alley, an intervening building, or existing opaque wall or buffer located on the abutting lot along the common lot line.	
VUA interior; surface lots with fewer than 100 parking spaces.		As required by Article VI	There shall be no minimum interior VUA landscaped area requirement, and no required terminal landscape islands. Curbed interior landscape islands 12 feet wide and the length of the parking stall are required for every 10 stalls in alternating rows of parking spaces, or equivalent configuration approved by the town, and shall each contain one large shade tree.	
VUA interior; surface lots with 100 or more		As required by Article VI	As required by Article VI	

parking spaces		

(B) Principles.

(1) Generally. Planting areas should be layered and dense to therefore create a continuous "sense of green." These planting areas will contribute immeasurably to the districts' visual pleasure, especially in the enjoyment of natural outdoor amenities. In addition to these, a consideration to preserve the natural materials should be given, as well as attempt to utilize indigenous materials when adding to the planting. The following guidelines offer both functional as well as aesthetic information.

(2) Ground Plane Materials. Shrub materials, in their wide variety of forms, colors, and textures, provide the basis for visual interest and spatial definition below eye level. When properly used, masses of shrub material can become the unifying element in the landscape, bringing diverse landscape elements into overall harmony. Through contrasting variations in form and texture, seasonal color displays, ground plane materials also contribute much to the variety and interest of the landscape.

(3) Upper Story Materials. Upper story materials will provide aesthetic and functional value to the district. These plant materials will provide canopies, soften or enhance architectural elements.

LARGE PALMS

Cocus nucifera	Coconut Palm 'Maypan'
Livistona chinensis	Chinese Fan Palm
Paurotis wrightii	Paurotis Palm
Roystonea elata	Royal Palm
Sabal palmetto	Sabal Palm
Washingtonia robusta	Washingtonia Palm
Phoenix canariensis	Canary Date Palm
Phoenix dactylifera	Date Palm

SMALL PALMS

Archontophoenix alexandrea	Alexander Palm
Chamaerops humilis	European Fan Palm
Livistona chinensis	Chinese Fan Palm
Paurotis wrightii	Paurotis Palm
Phoenix roebelenii	Pigmy Date Palm

TREES

Callistemon rigidus	Stiff Bottlebrush
Caesalpinia pulcherrima	Dwarf Poinciana
Citrus spp.	Citrus
Conocarpus erectus	Silver Buttonwood
Hibiscus rosa-sinensis	Hibiscus Standard
Ilex cassine	Dahoon Holly
Ligustrum lucidum	Tree Ligustrum
Magnolia grandiflora	"Little Gem" Magnolia
Tabebuia pallida	Pink Tabebuia
Taxodium distichum	Bald Cypress

(4) Vines and Groundcovers. Vining plants are often used to climb walls, providing both textural relief and shade for the surface. Trained on trellises, they give supplemental shade and color interest. Groundcover plants form low, spreading mats, which

require little maintenance and effectively stabilized banks and slopes from wind or water erosion.

VINES

Allamanda cathartica	Golden Trumpet
Bougainvillea sp.	Bougainvillea
Ipomoea acuminata	Morning Glory
Passiflora edulis	Passion Flower
Petrea volubilis	Queens Wreath
Senecio confusus	Mexican Flame Vine
Ficus repens	Creeping Fig
Pandorea ricasoliana	Pandora Vine

GROUNDCOVER

Cuphea hyssopifolia	Mexican Heather
Evolvulvus glomeratus	Blue Daze
Juniperus conferta	Shore Juniper
Liriope muscari	Liriope
Nephrolepis exaltata	Boston Fern
Nephrolepis biserrata	Fishtail Fern
Setcresea pallida	Purple Heart
Wedelia tribolata	Wedelia

(5) Accent Materials. Plants, which singly or in small groups provide a distinctive display because of their outstanding flowering, seasonal color, interesting form, or habit of branching, should be used as specimens or accents in the landscape. Careful placement of accent plants will provide strong points of focal interest within the overall planting scheme.

ACCENT MATERIAL

Carissa grandiflora	Natal Plum
Chrysobalanus icaco	Cocoplum
Crinum americana	Crinum Lily
Ficua benjamina	Weeping Fig
Gardenia jasminoides	Gardenia
Hameelia nodosa	Dwarf Firebush
Hibiscus rosa-sinensis	Hibiscus
Ilex vomitoria	Dwarf Ilex
Jasmine spp.	Jasmine
Ligustrum japonicum	Ligustrum
Pittosporum tobira	Pittosporum
Philodendron selloum	Split Leaf Philodendron
Plumbago auriculata	Plumbago
Senna surattensis	Casia spp.
Serenoa repens	Saw Palmetto
Strelitzia reginae	Bird of Paradise
Viburnum odoratissimum	Sweet Viburnum
Viburnum suspensum	Sandankwa Viburnum

(6) Shading and Cooling. A critical need of all public sites will be the provision of shade and relief from the summer heat especially in open areas of high pedestrian usage. Maximum impact of the sun will usually occur to the west and southwest of tall structures. Tree materials are excellent shade producing elements, but different tree types are useful in different circumstances.

Trees with large leaves and a dense canopy produce heavy shade under their crown.

Single trees will provide 'islands' of shade, while groups of trees, spaced either formally or informally at intervals, can form a "bosque" effect which can make large areas useful for daytime activities.

Since consistent shade may hinder growth of other plants beneath such trees, it is recommended that bosques only occur in predominately paved areas, or else care is taken to under plant with shade tolerant species.

While shrubs and ground cover do not produce shade directly useful to humans, they are highly beneficial in reducing ground temperatures and evaporation from the soil, and in moderating reflection and glare.

In the design of areas for maximum daily use, the dynamics of solar movement must be understood so that trees may be located for maximum shade advantage. Sun angles and altitudes determine the best location for trees in relation to use areas.

Whenever public spaces adjoin private development, the shade provided by buildings should be utilized. Beyond the building shadow, however, canopy trees can effectively extend the total amount of comfortable surface area available. Smaller, less formal areas, such as tot lots, may require only intermediate sized trees due to the reduced scale of the space. Small, intimate spaces such as unit terraces may be successfully shaded with a single small tree.

SHADE TREES

Bauhinia spp.	Orchid Tree
Bursera simaruba	Gumbo Limbo
Calophyllum antillarum	Small Leaf Calophyllum
Calophyllum inophyllum	Large Leaf Calophyllum
Caesalpinia granadillo	Bridaveil Tree
Coccoloba uvifera	Sea Grape
Delonix regia	Royal Poinciana
Ficus rubiginosa	Rusty Fig
Lagerstroemia speciosa	Queen's Crepe Myrtle
Lysiloma latisiliqua	Wild Tamarind
Noronhia emarginata	Noronhia
Peltophorum pterocarpum	Yellow Poinciana
Tamarindus indica	Tamarind
Quercus laurifolia	Laurel Oak
Quercus virginiana	Live Oak

(7) Screening. A second consideration in the use of plant materials relates to their adaptability in the screening of use areas and to protect and enhance project elements. Dense planting along streets and drives can soften vehicle noise as well as aid in the filtration of dust from the air. All levels of planting contribute to the screening of streets and parking areas. Proper placement of under story plant materials can eliminate headlight glare from approaching vehicles.

Planting can be introduced to take advantage of cooling breezes as well as to mitigate the effects of major winds considered undesirable project elements. Proper species selection and plant placement can funnel breezes to desired areas. Plant materials are highly useful in the visual screening of unsightly views such as exposed utilities, storage areas, loading areas, or parking lots. Efforts should be made to identify areas, which are potentially distractive to the visual environment, and employ screening with plant materials.

Through deliberate placement, plant materials (especially trees) can direct a person's view to an important area. In the same way, planting can enclose a view. When planting along public streets, consider the door swing of vehicle, stopped at the curb. Avoid situations where plant materials will interfere with easy door opening or ingress/egress of the driver. If there is a conflict, the plant materials will eventually become damaged.

SCREENING

Coccooloba uvifera	Sea Grape
Eugenia foetida	Spanish Stopper
Ficus rubiginosa	Rusty Fig
Podocarpus macrophyllus	Podocarpus

Treatment of the area below a tree should consider the variety and the amount of area surrounding the tree. Heavily used areas should use a tree grate. Softer materials can be used in less intense situations.

Nearly every vehicle has an overhang. It is necessary to remember this when landscaping around streets, parking lots, etc. The overhang can occur at either end of the vehicle. Often, oil can drip from the vehicles. This can damage plant materials placed to close to the vehicles.

(8) Design Simplicity. A natural plant association may contain thousands of plants, and these may have many diverse forms and space relations. Nevertheless, there exists even in nature the strict unity of one governing element that links the parts. In any plant composition there should be a predominance of material, color, or texture to give needed unity. Accent material should then be introduced to play against the dominant material creating the needed contrast. A complicated planting scheme, except in unique situations, is seldom as successful as simple masses, with a predominant species to provide unity and a few individual accent plants.

These principles apply to all scales of development, with masses and accents occurring in greater size and number, but retaining the same proportional philosophical approach. Simplicity and strength should describe the RAC development district planting. Plant material should be clustered to create a feeling of mass. At the same time, there needs to be enough variety of plant material to suggest richness.

Equal attention needs to be paid to the ground plane. Ground cover plants need to be selected with as much care as trees and shrubs. Careful selection of groundcovers can add exciting colors and textures to the ground plane. Whenever possible, use ground covers in lieu of grass. Once established, ground covers will require less constant maintenance.

(9) Color. The use of blooming plants will be a major objective of all areas of the RAC development district. It should be an aesthetic goal of all public sector development to utilize flowering material throughout RAC development district. The use of perennial plants to anchor planting massing and annual blooming plants should provide a rotation of seasonal color.

Permanently planted materials should occur in large bold masses of unified color, with consideration given to their textural scale and compatibility with adjacent materials during periods when they are not in bloom. The use of temporary, blooming plants can be accomplished through both in ground and container grown plant material.

(10) Irrigation. All plantings will require irrigation systems providing one hundred (100) percent coverage throughout the district. Irrigation systems should be capable of distributing one and one half (1.5) of water per week during a maximum eight (8) hour watering cycle. All irrigation systems should be completely automatic, and should be equipped with rain gauges for water conservation.

Due to the intense pedestrian activity anticipated for the area, irrigation should be designed to avoid over spraying pedestrian areas. To this end, bubbler and mist heads are preferred over larger rotary spray heads to offer more control efficiency of water use. For confined planting area, emitter systems or underground drip systems are even more effective.

Xeriscape principles should be implemented utilizing drought resistant plants whenever possible. Irrigation systems should be designed to accommodate the specific water requirements of the various areas of the planting design. Areas with different water requirements should be zoned separately to enhance fine-tuning of the system. For example, depressed retention areas should be zoned separately from the surrounding higher ground to allow for reduction of water to the basin during wet seasons.

Distribution should be designed to minimize overspray onto buildings and site structures as well. Discoloration of facilities due to irrigation overspray should not be acceptable in the District.

Annual flowerbeds have special irrigation needs, and should at a minimum be run on separate zones from surrounding plantings. Where use of annuals is extensive, the irrigation should be on a separate timer capable of cycling twice a day if necessary.

Sec. 12-32.522. Site plan procedures .

Applications for site plans shall be governed by the requirements a of Article XII.

(A) Prospective applicants for site plan approval are encouraged to submit for conceptual approval prior to finalizing and submitting a formal site plan application. Conceptual approval offers the developer an immediate opportunity to obtain feedback from the town's planning professionals and town council as to the project design, architecture, application for incentive bonuses, and if necessary, design variations (see 12-32.523 below). The conceptual approval process, submittal requirements, application fee, and schedules shall be established administratively.

Sec. 12-32.523. Variations in design; administrative relief.

(A) Intent and purpose. The RAC districts differ from many other zoning districts within the town because of its emphasis on design principles, and because it seeks to combine different use types within buildings and development sites rather than separate them, and to encourage an urban intensity of development and form.

In order to accomplish this, several areas of the RAC districts have specific, prescribed development standards rather than minimums and maximums, to define the urban form of future development. Given this level of specificity throughout an area as large in breadth as the RAC districts, requests for variation from the standards and requirements can occasionally be expected in order to account for the variation in conditions within the RAC districts, and the difficulty of accounting for them in a design-specific regulation. Requests for variation can also be expected to facilitate design interpretations and alternatives that

work as well, or better, than the prescribed standard. Finally, some aspects of site development and design have not been prescribed or because the sheer size and variation of conditions and objectives within the RAC districts made this prohibitive. In some such cases, the intent of the regulations may be executed with slight variation based on the specifics of the site, adjacent street and uses, and development proposal.

For all of these reasons, the variance process of Section 12-309 has been supplanted by a design-based variation process that shifts the focus of review from hardship to design and logistics issues. However, variances still apply to code provisions not specific to the RAC districts, and to the intensity standards of the RAC districts.

(B) Procedure.

(1) The town council is authorized to approve variations to the standards and requirements of this Division, provided that variations from the intensity standards of this Division are subject to the variance process.

(2) Design variations associated with site plan and site plan modifications shall be considered as part of such site plan or modification applications.

(3) Submittal requirements shall be established administratively.

(4) The town council shall evaluate each request for design variation based upon the criteria set forth in this Section, and may approve, approve with conditions, or deny such request after conducting an advertised, quasi-judicial public hearing pursuant to the requirements applicable to site plan approval.

(C) Standard of review for design variations. The town use the following criteria to base decisions to approve, approve with conditions, or deny requests for design variation:

(1) Whether the request is for a reasonable accommodation of design flexibility that results in overall superior development and design consistent with the intent and principles of this Division that govern the standard for which variation is requested; or,

(2) Whether the variation is appropriate to accommodate site conditions not anticipated in these regulations, or to reconcile conflicting requirements, provided the request is generally consistent with the intent and principles of the this Division that govern the standard for which variation is requested.

Sec. 12-32.524. Building design guidelines.

For areas designated Western Theme Overlay District, this Section shall be superseded by the Western Theme Development Manual.

(A) Architectural Articulation – Architectural articulation describes the treatment of facades and building massing that ultimately form a significant part of the individual buildings "expression" and by extension the quality of the built environment overall.

(1) Principles.

(a) Increased articulation at ground level and at levels where people interact directly with the building promotes a more "human scale".

(b) Increased articulation at primary facades (those on major thoroughfares) is appropriate to provide a sense of hierarchy in the visual environment.

(c) Individual buildings can have varied approaches to architectural articulation with respect to each other but should have a consistent approach within a single building in terms of proportion, limited material mix, etc.

(d) Articulation should generally be arranged so to emphasize the vertical over the horizontal in proportion.

(B) Architectural Landmarks – Architectural landmarks are significant buildings that help anchor important public spaces. They help create hierarchy within the built environment with respect to the open spaces that they define and create common points of focus and reference within the built environment.

(1) Principles.
- (a) Architectural landmarks should be located in prominent locations and at the end of important vistas as they become reference points and anchors.
- (b) Architectural landmarks should have a building program that speaks to the community as a whole and is used by the broader public.
- (c) Architectural landmarks should have programs with frequent use and large numbers of people; they naturally become focuses of energy within a city.
- (d) Traditionally, architectural landmarks have been city halls, post offices, religious facilities, theaters, and museums.
- (e) Private buildings can be considered for architectural landmark status based on the nature and quantity of use, a significant campus building for instance would be an appropriate example.
- (f) An approved landmark building is encouraged to create a unique architectural expression to help it stand out within the built context.
- (g) The landscape and/or plaza space in front and around an architectural landmark should also be of higher quality, unique and take into consideration the larger space or sequence of spaces that it is anchoring.
- (h) Architectural landmarks typically are articulated with more monumental or larger scale architectural elements, designed again to give prominence.
- (i) Architectural landmark buildings are encouraged to be in use for during as many different parts of the day and night as possible, gathering and activity are recommended.

(2) Requirements.
- (a) A building program must be reviewed for confirmation of architectural landmark status by virtue of proposed position in Master Plan, use and quality of proposed building.
- (b) An approved landmark building should be given special consideration with respect to the zoning requirement that apply to typical buildings. Such allowances would be as follows:
  1. Additional height (if warranted, not typical of landmarks)
  2. Additional density
  3. Reduced setbacks
  4. Increased design flexibility (styles and materials that might otherwise be considered based on the quality of design)

(C) Fenestration. Fenestration refers to the building openings, windows, etc. that provide natural light to the interior of the built environment and also form a significant part of a buildings architectural expression. The treatment of the fenestration is critical in both defining visually the built form of buildings, managing and providing natural light to the interior of spaces and effecting energy use as a product of heat gain by the sun.

(1) Principles.
- (a) There should be an orderly relationship among windows, doors, porches, and roof forms.
- (b) Windows and openings should tend to be vertical in proportion.
- (c) Areas with large glazed surfaces should have additional articulation to both provide sufficient architectural detail to create a “human scale” and to provide shading on the heat gain intensive sides of buildings.

(d) Clear glazing with Low E coatings (for heat gain) are strongly preferred to reflective surfaces. The life of the inside of the building should be visible from the exterior wherever possible.
(e) Fenestration/ Louvers at parking structures where exposed to side streets should be proportioned similar to the rest of the structure and be attractively treated.
(f) Articulation around windows/ openings should be consistent and proportionate to the building expression as a whole so as to integrate the fenestration into the facade as a whole.

(2) Requirements.
(a) Windows will be required to be vertical in proportion and curtain wall areas will be required to affect a vertical proportion with the hierarchy of their members.
(b) Storefronts will require vertical members at no greater than eight (8) feet to zero (0) inch intervals to create sufficient articulation at ground level.
(c) Mirrored glazing or very dark shading glazing will not be allowed.

(D) Architectural Lighting – The treatment of architectural lighting is an important visual enhancement to the built environment, it also is part of the overall illumination system which relates to safety at night.
(1) Principles.
(a) Lighting can either be concealed and indirect or can be provided by well designed, quality fixtures that create enhancement to the architecture that they are attached to.
(b) Step lights and bollards at a walking level enhance safety and provide attractive lighting that does not create visual glare.
(c) Street lighting should be of an attractive and long lasting design that fits well into the overall design context and should have light apertures that focus the lighting on the street and away from buildings so as not to disrupt the residences.
(d) Minimum light levels must be met from a safety point of view but excessive lighting and energy waste must also be avoided.
(e) Natural light colors are preferred; high pressure sodium (orange) lighting is discouraged.
(f) Ballast noise/ maintenance is also an important consideration.

(2) Requirements.
(a) All exposed lighting fixtures must be approved by the DRC.
(b) All exterior steps and grade transitions must have light levels for safety per accepted industry standards.
(c) Exterior exit ways, parking lots and public areas around buildings must have sufficient light levels for safety per accepted industry standards.
(d) Lighting designs will be reviewed by the town from the standpoint of energy efficiency, color, quality, and aperture/ spread.
(e) High pressure sodium lighting will be limited to service areas and areas with limited public impact only.

(E) Architectural Materials – Architectural materials are the visually exposed portions of the built environment. The long term quality and integrity of the materials and expression defines in the long term the built environment.

(1) Principles.
(a) Materials should be natural and authentic wherever possible where there is a high level of human contact with the building (notably at the ground level).

(b) Materials should be long lasting and consistent in their expression with limited maintenance, particular attention to durability is essential at the ground level due to high traffic/ use.
(c) A range of materials and expressions are encouraged in the overall built environment, materials such as wood, stone, stucco, metal, etc.
(d) It is expected that the materials used are consistent with the building expression.
(e) In order to create an authentic mixed use environment as a whole, emphasis at the ground level is on the time honored materials and building traditions thus further promoting the "human scale".
(f) Simulated materials are acceptable if used in locations where they are not in direct contact with people and have qualities that do not make them stand out as obviously "fake".
(g) Where simulated materials are used (e.g. vinyl siding to simulate wood siding), materials with simpler details that look most convincing will be preferred.
(h) Brick and stone veneers will be judged by both their finishes and the treatment at the corners, full corner pieces should be used to conceal thin-ness of veneer treatment. Veneers over massed volumes vs. single surfaces will also be preferred.

Section 12-32.525. Additional design guidelines.

(A) Site furnishings. Site furnishings play an important role in the overall visual quality and identity throughout the RAC districts. Careful consideration must be given to the selection of the site furnishings such as benches, trash receptacles, drinking fountains, bicycle racks, etc. Site furnishings should be accessible and usable by the handicap whenever possible. Furnishing should be compatible with their surroundings, and should maintain unity throughout the RAC districts.

Materials for site furnishings should be chosen for maximum strength, durability, and should require as little maintenance as possible. Surface finishes should weather and age gracefully. Accents in the form of hardware, etc. may require additional maintenance beyond the recommended minimum. Recommended materials include:

- Cultural and/or artistic metals
- Aluminum/Cast Aluminum
- Stainless Steel
- Concrete
- Granite
- Keystone
- Specialty hardwoods
- Cast iron, finished with an epoxy based paint capable of resisting the elements of South Florida.

(1) Bike Racks. Bike racks will provide a safe and secure place for residents and visitors to lock bicycles and participate in civic activities. The placement of bicycle racks will also invite residents and visitors to interact within the district recreationally. A variety of bicycle rack designs is encouraged. Such racks may be architecturally treated as significant items or minimized relative to their visual impact. Bike racks may be integrated with light standards or with other site elements to reduce their visual impact.

(2) Bollards. Bollards should be designed and implemented to be both functional and aesthetically pleasing. They should be used to discourage vehicular intrusion into a pedestrian area.

Bollard design should relate to adjacent architectural or streetscape elements. The design of the bollards should reflect or enhance the theming of the district. All bollards should be harmonious with the other site furnishings. The incorporation of lighting into the bollard design is encouraged in special applications for emphasis and where vandalism is not considered a problem.

(3) Flagpoles/Banners. Flagpoles and banners present opportunities for the inclusion of color, pattern, and movement in the district. They can be used both as temporary signage and as a seasonal display. Banners may include many items of various shapes such as windsocks and flags. They can be hung from walls, light fixtures, or any other structural element of sufficient strength.

(4) Seating. Seating is used for social interaction; people watching, waiting, and resting. Seating should occur in heavily used public areas and along main pedestrian corridors. Benches should be located in shaded areas as well as in open areas where a high volume of people could congregate. In locations where longer stays are anticipated, benches with backs should be used. Backless benches should be provided for shorter stays. Special care should be taken to locate and select benches that discourage overnight sleeping by vagrants.

Special measures should be taken to ensure that the selection of benches will be ones that are comfortable year round and are not affected by the exposure to intense sun. It should be noted, that seat walls provide other opportunities for seating. Seat walls could be implemented at grade changes, separate spaces, and be decorative in nature.

(5) Tree Grates. Tree grates are used to expand the walkable surface of the pedestrian corridor, while adding canopy tree shade to the pedestrian environment. The tree grates need to have barrier free access for wheelchairs and carriages to carefully travel over them. Tree grates should be compatible with the character of the surrounding area.

(6) Planters. As special site elements, planters and flowerpots can visually enhance a space and provide areas for landscape relief, as well as reduce or accent an architectural mass. Planters should be designed very carefully in consideration of the plants to be used. Pots can be used singly or in a mass to accentuate a space with color and visual interest.

(7) Trash Receptacles. Trash receptacles shall be incorporated within a consistent system of color, materials, and style. They shall compliment other furnishings and help unify the image of the RAC university mixed-use district. The major consideration when providing trash receptacles is their location. Receptacles are to be sited only where they will be both accessible and used. They should be placed along major pedestrian corridors, but shall not impede on pedestrian traffic. They should also be located at portals, pedestrian nodes, intersections, and seating areas.

Trash receptacles shall be sited carefully to not obstruct views and to not transmit unpleasant odors. Trash receptacles must be waterproof and should contain a lid. Each receptacle shall have a sturdy removable liner for easy maintenance and be sized to accept standard trash bags. Maintenance vehicles shall have reasonable access on the promenade to the trash receptacles.

(B) Special Features.

(1) Fountains. Fountains can be utilized as major elements in enhancing the image of the RAC districts. Water in the fountains may be used in a variety of ways. The movement of water can create excitement and life in the environment. Its sound can be used to drown out undesirable noises. The design of fountains should take in to consideration the safety of plaza participants, especially if the fountain is interactive. The type of fountain spray should respond to the amount of wind action through the plaza area. Wind regulators should be used to minimize water spray on users and adjacent paving. Fountains should be designed using state of the art, cost efficient equipment and finishes, which will require minimal maintenance. The color and materials used in and around fountains should be compatible with other streetscape and plaza elements. Fountains can be used as focal points in major plazas or as entry features. Table 12-32.509(F) provides incentive credit for enhanced open space features such as fountains, in conjunction with the open space standards of sec. 12-32.519, “Types of open spaces; principles and minimum standards.”

(2) Public Art. Art in the urban landscape is perhaps the most intense form of design. Beyond visual and hopefully, spiritual inspiration, it reflects the attitude and character of the community towards culture. There are several notable programs to bring art into the city beyond individual homes or businesses. They include Chicago Public Art Program, Kansas City, and Broward County "Art in Public Places".

A public fine arts collection is encouraged throughout the newly developed areas. The idea of creating a space and featuring areas for public art differentiate this District as a community dedicated to the enjoyment of fine art. As mentioned before these types of programs have been established across the country in more that two hundred (200) states, counties, and municipalities. The object of these programs is to present fine art, as opposed to contextual art, for public places. It may include sculpture, mosaics, frescoes, etc. Its location may be permanent or temporary/mobile. In the display of fine art in public spaces, the area exhibits its ability to appreciate new ways of seeing life, its cultural pride, and its unique image.

(C) Public Sector Signage and Graphics.

(1) Intent and Purpose. Signage and graphics will affect the overall character of the RAC districts. In addition to serving the functional purpose of informing and directing pedestrian/vehicular traffic, well-designed signs establish a visual identity for an area. To be truly effective, all signs must contribute to the cohesiveness of a project. With this in mind, it is imperative that the design quality of public sector signs be in the highest of quality. The visual appearance of public signs will set the standard for private developers to follow. Before considering the design of public sector signs, it is necessary to fully understand who will be needing signs and why. The RAC districts will be serving a broad spectrum of people ranging from tourists, visitors, and shoppers, to residents. Some will be walking or riding a bicycle, while others driving vehicles. Public and private sign design must relate to all of these various users.

In light of the broad range of public users, the design of signs and graphics needs to be flexible. It is essential that the sign design have the ability to expand and serve new areas within the public sector. The development of the RAC development district will undoubtedly require several years. The graphic design of the signs must be a high quality, must be timeless, and must tie into the theme of the RAC districts.

Design and selection of materials for the sign idea and sign standard must be readily available over a period of several years. Requests for additional public signs will be made even after the completion of the final project phase. Signs must be

reproducible without undue costs. The ease of replacing damaged signs must also be considered.

The size of signs should vary depending on how they are viewed, i.e., their size should be considerably larger if they are seen from a moving auto as opposed to a pedestrian on foot. The introduction of a larger than necessary sign within the context of a pedestrian area can, negate its original purpose. Within pedestrian areas, signs, which are located at an excessive height, will be relatively ineffective.

Many styles of standards can be selected for freestanding public signs. Each standard has a slightly different visual appearance. Standards can be complicated or simple. The final selection of a standard design should in part be determined by its adaptability to the various types of signs needed in the project.

(2) Applicability**.**

(a) Directional. To emphasize the character of the RAC districts and the cohesiveness of its various components, a series of signs directing vehicles and pedestrians throughout the area is recommended. Since a directional sign usually includes a list of nearby functions and businesses it serves as a directory of what can be found. The hierarchy of information on directional signs should be as follows:

- Major public action nodes
- Major public attractions
- Major commercial attractions
- Individual businesses

There are two (2) types of directional signs; motor vehicles and pedestrians/cyclists. In many cases, messages for both groups will be combined. Only in areas where the pedestrians are far removed from vehicular traffic are separate signs necessary.

(b) Informational. This type of signage will provide important information, within the RAC districts, to identify focal areas including, but are not limited to; transit stops, public plaza entrances, and other focal areas. Informational kiosks should be located near busy site elements and may display a variety of temporary civic local information for the resident or visitor. Informational signage could also include street identification signs, therefore having a consistent street identification standard.

(c) Regulatory. Regulatory signage within the RAC districts will be used to define emergency access, service vehicle areas, bicycle only paths, handicapped areas, etc. It is meant to define specific points that are limited to overall use.

(d) Entry/gateway. Entry/gateway statement pertains to vehicular traffic and involves large-scale elements. Their purpose is to designate the point of transition from one (1) area to another which, in this case, is to designate The RAC districts from the outside and to announce major destinations within the districts. Elements that should be incorporated into the entry statement include:

- Special paving
- Masses of plant material

- Focal elements
- Special lighting
- Banners
- Signage
- Water Features

(D) Lighting. A well-coordinated lighting system is an effective means of establishing a sense of security and unity throughout the RAC districts. Although the primary function of site lighting is to provide nighttime orientation and security, light fixtures become a very visible site element and are essential elements in creating the image of the RAC districts. Therefore, careful consideration should be taken not only to technically efficient systems but also to visually acceptable fixtures and standards. Lighting should only be directed at the selected element, over flow of light must not exist.

(1) Scale, proportion, and hierarchy. Consideration should be taken to the proper relation between the scale of a fixture and the scale of the area in which it will be implemented. In general, the larger the scale of the use, the higher the mounting light. The size of the fixture should also be in proportion to the height of its pole to avoid awkward proportions. Different uses require varying types of lighting. This section deals with the different types and scale of fixtures as well as light levels (footcandles) and light sources acceptable for each anticipated use. (See Sec. 12.32-415 for all lighting requirements.)

(2) Light levels. The following minimum average maintained footcandle levels shall be provided for the RAC districts :

Approach roadways	1.0 FC
Side streets	0.8 FC
Parking Lots	1.0 FC
Promenades	1.0 FC
Sidewalks	0.6 FC
Landscape lighting	(varies)

(3) Light source. Several different light sources are available for site lighting, with characteristic advantages and disadvantages to each. The following general guidelines are included for selection of an appropriate light source.

(a) High Pressure Sodium. Because of high efficiency and long lamp life, high-pressure sodium should be the predominant light source throughout the RAC districts. It should be used on all streets and parking lots. Because of its somewhat poor color rendition qualities, however, it should be avoided or supplemented in areas of high pedestrian use.

(b) Metal Hallide. Although not as efficient as high-pressure sodium, metal halide is much more pleasant in high pedestrian areas because it illuminates with very true colors. It should be considered for larger scale "people gathering spaces" such as plazas and along people streets.

(c) Color Corrected Mercury Vapor. Mercury vapor is also a pleasant light source for pedestrian areas but it is less efficient than metal halide. It should be used only in low voltage situations where efficiency is not critical, or to accent landscape material because of its ability to emphasize green foliage.

(d) Incandescent. Incandescent light, while pleasant for people environments, is very inefficient and has a short lamp life. It should only be used in low-level

pedestrian scale fixtures where special effects are necessary and where regular maintenance is possible such as building entries, small courtyards, etc.

(4) Light location. Streetscape lighting (arterial and collector roads). Wherever possible, existing fixtures and poles illuminating the RAC districts should be retained, repaired, and or replaced to maintain the consistency and efficiency of the current street light system. As necessary, individual poles should be relocated to resolve conflicts with proposed streetscape elements and pedestrian flow. Where supplemental or future street lights are proposed they shall match the existing fixtures/poles.

All poles shall be located a minimum of four (4) feet to zero (0) inches (4'-0") from the curb face and maintained plumb and secure. The placement of poles should not create undesirable obstructions in pedestrian ways. Light poles in high pedestrian traffic areas can be outfitted for specialty banners.

(5) Local street (a.k.a. side street) lighting. Wherever possible, existing fixtures and concrete poles illuminating side streets should be retained, repaired and replaced to maintain consistency with the current street lighting system. As necessary, individual concrete poles should be relocated to resolve conflicts with proposed streetscape elements and pedestrian flow.

Fixtures along side streets shall be located approximately one hundred (100) feet on centers. All poles shall be located a minimum of four (4) feet to zero (0) inches (4'-0") from the curb face and maintained plumb and secure. The placement of poles should not create undesirable obstructions in pedestrian ways. Light poles on designated "people streets" shall be outfitted for specialty banners.

(6) Parking lot lighting. Lighting in off-street parking lots should be designed to allow sage and secure night use of these facilities and discourage vagrants. Wherever possible, existing poles illuminating parking lots should be retained and repaired with new fixtures added to provide a more efficient and consistent lighting system. These new fixtures and may supplemental/fixture parking lot lights proposed shall be (to follow).

Parking lot lights located interior to larger parking lots shall have a Type V (square) distribution to ensure maximum coverage and to be spaced approximately one hundred and twenty (+120) feet on centers. Parking lot lights located along the perimeter of parking lots shall have a Type III distribution to throw light towards the lot interior and minimize glare on adjacent facilities. These fixture/poles shall be spaced one hundred (+100) feet on centers.

Lighting within parking areas must be closely coordinated with parking lot design. Poles should be located out of the way of vehicular and pedestrian circulation aisles and parking stalls. They should be located at regular spacing within the landscaped area of center or side islands and protected by curbs or wheel stops.

(7) Pedestrian lighting. Pedestrian lighting of the RAC districts must serve a variety of functions. This lighting must establish a safe and secure atmosphere for nighttime use and provide a distinct ambiance, which differentiates pedestrian facilities from adjacent vehicular zones. The fixtures, poles and bollards must have a human scale and offer a visual appearance, which complements the other streetscape elements in creating a unique image for the area.

(8) Landscape lighting. In many instances, appropriate light levels and pleasant accent effects may be achieved through the use of landscape lighting. Accent spotlight

fixtures, directed upwards into tree or palm foliage, provide low intensity but often-dramatic illumination of nearby pedestrian areas.

Whereas up lighting provides a more selective result, down lighting (with fixtures attached to free standing poles or neighboring buildings) is advantageous when more that one tree is to be lit or when a less concentrated effect is desired. Lighting trees is as much art as it is science. For this reason, it is impossible to give definitive guidelines regarding the quantity of illumination or exact placement of fixtures. However, desired effects usu-ally requires between one-half (0.5) and one (1) ambient footcandles, depending on design objectives, color of foliage, surrounding light levels, etc.

When used, landscape accent lights should be unobtrusive in appearance and/or hidden from view. All landscape lighting should be placed where beams are directed away from pedestrians' viewpoint. Lights mounted directly in trees should be discouraged unless means of attaching the fixture and conduit are sensitively handled to protect the plant's health and assure a pleasing appearance.

(9) Materials. Light fixtures are available in many materials. Of these materials, cast aluminum or cast bronze provides maintenance, long life, and pleasing aesthetics. Fixture fittings of cast aluminum fixtures should be stainless steel. Poles and bollards for lighting should be aluminum, fiberglass, decorative concrete, or cast iron. These poles provide a thin profile and require little maintenance. Depending on location and thematic considerations, decorative poles may be chosen. Light poles in main public areas should aim to enhance the overall theme of the RAC districts as a unique cultural hub.

(10) Color and finish. During daylight hours, lighting fixtures should blend into the landscape and coordinate with other site furnishings. The right color and finish of the lighting material will enhance the theme during daylight hours, therefore making it a twenty four (24) hour site detail. Finish should be baked-on powdered coatings that minimize maintenance.

Sec. 12-32.526. Green building.

(A) Intent and Purpose This section is an introduction to the elements of LEED and Green Building recommended by the Town of Davie. It is encouraged that the guidelines below are understood prior to submitting for this incentive based section of the regulations. For more information please refer to United States Green Building Council's (USGBC) www.usgbc.org/LEED website.

(1) What is a Green Building?
- A sustainable building that emphasizes state of the art strategies for sustainable site development, water savings, energy efficiency, materials selection, and indoor environmental quality.

(2) Who ranks the Green Buildings?
- United States Green Building Council's (USGBC) LEED ranking system which is a voluntary, consensus-based national standard for developing high-performance, sustainable buildings.

(3) How are Green Building principles used for developing the RAC?
- The Town of Davie wants to encourage responsible development through an incentive program that will further enhance the area, compatibility and will utilize environmental and sustainable building techniques.

- The incentives will allow flexibility in development regulations not currently allowable.

(4) What incentives are offered?
- flexible height allowances
- flexible setback allowances
- waving construction fees

(B) GREEN Building and Site Plan Benefits

(1) Economic benefits

(a). Reduces operating costs of building or business
- Tax credits and incentives
- Reduces energy use. Electricity use from HVAC and lighting, as much as seventy five (75) percent
- Freshwater consumption
- Wastewater output
- Solid waste generation
- Greater durability of buildings and materials

(b). Increases business or property value
- Increases retail sales (as much as six (6) percent)
- Increases real estate value
- Enhances marketability (quicker lease or sale)

(c). Improves employee relations
- Improves productivity (as much as eighteen (18) percent)
- Less absenteeism
- Reduces employee turnover
- Easier recruiting
- Increases learning
- Faster recovery from illness

(2) Social benefits

(a). Improves public health by improving water, air, and indoor lighting quality.
- Reduces demand on public services (power, water, storm water, waste, etc)
- Reduces dependence on automobile
- Improves health through walkable communities
- Increases use of local businesses and materials
- Improves quality of life

(3) Environmental benefits

(a). Improves air quality
- Reduces use of energy, which is produced by burning fossil fuels
- Selecting materials without VOCs (Volatile Organic Compounds)

(b). Improves water quality by cleaner storm water runoff

(c). Reduces global warming
- Reduce carbon dioxide from reduces automobile dependence
- Avoid HCFC (hydro chlorofluorocarbon) and HFC (Hydro Fluorocarbon) refrigerants

(d). Reduces impacts of resource extraction
- Select sustainable materials versus mining and deforestation

(e). Improves and increases wildlife or vegetative habitat
- Recreate or restore habitat on site
- Selecting products that have been produced sustainable

(f). Reduces urban heat island effect (reflective or green roofs)

(C) GREEN Building and Site Plan Components.
Intent. These are issues that developers will need to consider in becoming LEED certified, but are also strongly encouraged to be considered without certification. These particular issues are addressed because they highlight the major issues that the town wishes to encourage through the use of incentives.

(1) Building Requirements

(a) All Buildings in the RAC seeking LEED certification will be required to meet the prerequisites listed below. Incentives will be offered through the incorporation of Green Building Principals as developed by the United States Green Building Council (USGBC), Florida Green Building Council (FGBC) & Leadership in Energy and Environmental Design (LEED).
(b) Green Building Incentive Program - Seven (7) main prerequisites

1. Erosion and Sedimentation control
2. Fundamental Building Systems Commissioning
3. Minimum Energy Performance
4. CFC (Chlorofluorocarbons a.k.a. “Freon”) Reduction in HVAC & R (Heating Ventilation Air Conditioning & Refrigerant) Equipment
5. Storage and Collection of Recyclables
6. Minimum Indoor Air Quality Performance
7. Environmental Tobacco Smoke Control

(c) Amendments to the FGBC (Florida Green Building Council) and LEED requirements will be enforced at the time of site plan review.

(2) Reducing Urban Heat Islands (LEED Sustainable Site Credit 7)

(a) An urban heat island (UHI) is a metropolitan area which is significantly warmer than its surroundings. As population centers grow in size from village to town to city, they tend to have a corresponding increase in average temperature. Traditional dark non-reflective surfaces for parking lots, roofs, walkways and other surfaces absorb solar radiation and radiate it back to surrounding areas. The Environmental Protection Agency says: "On hot summer days, urban air can be between two (2) and ten (10) degrees Fahrenheit. 2-10°F [2-6°C] hotter than the surrounding countryside.” This increases local HVAC equipment cooling energy consumption. This effect can be mitigated through the use of shading and the use of light colored materials that reflect the solar radiation.

(b) To achieve credit for reducing the Urban Heat Island:

1. Use Energy Star compliant roofing (highly reflective)
2. Use roofing with high emittance rating
3. Install a “green” roof (vegetated) for at least fifty (50) percent of the roof area

(3) Light Pollution (Leed Sustainable Site Credit 8)

(a) Light Pollution is light that has “escaped” the area intended for its use and instead lights an area that is better left undisturbed. Light pollution causes problems in reducing the visual access to the night sky, disturbing the nocturnal environments, and it causes substantial energy costs over the lifetime of a building that could be avoided. The town has the right to over-ride this for any needs of their own: wayfinding, signage, safety, security, etc.

(b) To achieve credit for reducing light pollution:

1. Eliminate all unshielded fixtures
2. Minimize up lighting
3. Utilize down lighting
4. Employ a lighting professional to assess the projects lighting needs
5. Light only areas that require it

(4) Storm Water Management.

(a) The Davie RAC is part of a larger water management system called CBWCD (Central Broward Water Control District). Many property owners within the RAC live on property that is either adjacent to a community lake or one of the district’s secondary canals. While these lakes and canals can lend a pleasant appearance to neighboring property, it is important to remember that, first and foremost, they exist for the purposes of storm water storage and drainage.

(b) The goal of the Town of Davie is that new development will not disrupt any of the natural water flows but will increase on-site filtration and eliminate contaminants. To achieve this objective the town new developments to utilize the benefits of:

1. *Pervious* materials as a substitute to concrete and asphalt; pervious paving vs. impervious paving (LEED sustainable Site credit 6)

- Pervious materials are able to absorb surface water rather than shedding the water.
- Pervious materials are cooler for the reducing surface heat radiation.
- Pervious materials reduce the need for curbs and gutters as drainage structures.

2) *Aquascaping* areas of water run-off

- Serves to catch, trap, and filter pollutants within water runoff.
- Aides in controlling erosion of water body banks and filter pollutants within water runoff areas.

(5) Potable Water Conservation
Importance of water…a community that can conserve water will be a positioned for adapting to the future.

Water efficient landscapes
Native plantings

Buildings should employ the use of innovative wastewater technologies such as low flow fixtures and waterless fixtures where possible. Current codes do not allow for the use of greywater or blackwater systems. Lower water usage will result in lower water connection fees.

(6) Reduced Site Disturbance (LEED Sustainable Site Credit 5)

The intent of this regulation is to conserve existing natural areas and restore damaged areas to provide habitat and promote biodiversity.

The requirements for this regulation involve reducing the development footprint (defined as entire building footprint, access roads and parking) to exceed the local zoning's open space requirement for the site by twenty-five (25) percent. For areas with no local zoning requirements like the university campuses, designate open space area adjacent to the building that is equal to the development footprint.

(7) Alternative Energy

(8) Alternative Transportation (LEED Sustainable Site Credit 4)
A critical part of this plans long term success will be determined by how well new developments provide opportunity for people to use alternative modes of transportation. Proposed bus routes have been proposed in the RAC master Plan study. These routes are encouraged to create a park once philosophy for those visiting the RAC. We also to encourage pedestrian links to bus routes and bicycle racks to allow persons to utilize as many modes of transportation as possible.

Sec. 12-32.527. Definitions.

The following terms are defined specifically for use in RAC zoning districts.

Accessory dwelling unit. A dwelling unit not greater than seven hundred and fifty (750) square feet in gross floor area sharing ownership and utility connections with a single-family detached residence. An accessory unit may be attached to the single-family dwelling or may be an accessory building. Accessory units count towards density calculations.

*Adaptive re-use***.** The reconfiguring of a building to accommodate a use for which the building was not designed.

Air rights. The right for a building or structure to project over and above the ground surface of a public right-of-way.

Auto-oriented uses and development. Uses and development that: 1) convenience uses that rely on pass-by automotive traffic for a large portion of their business; and 2) provide sales and/or one or more services pertaining to automobiles or otherwise specifically accommodating automobile patronage through provision of a drive-thru window or similar operation.

Bed and breakfast, inn. An owner-occupied and operated detached dwelling unit that offers sleeping accommodations without individual food preparation facilities, and at least one meal per day prepared within a centralized kitchen for transient guests, for a nightly fee, and which does not utilize outside services or employees, except for those customarily found in single-family residential neighborhoods such as housekeeping and landscape maintenance. Bed and breakfasts accept reservations directly on the premises and advertise themselves as a bed and breakfast.

Brise-soleil. A permanent screen, usually of louvers, placed on the outside of a building to shield the windows from direct sunlight.

Building frontage (length of). The length of a building facade along a street, as measured horizontally between lot lines.

Building frontage (type of). The several types of building facades utilized along streets, such as Arcade, Gallery, Shopfront, Stoop, and Porch, as defined in Sec. 12-32.511.

Build-to-line (BTL). A building setback line parallel to the block face, to which the entire building facade of at least the lowest four (4) stories shall be coincident, except as provided herein for recessions in the facade, and projections forward of the BTL such as arcade and gallery frontage types, as well as allowable upper story building projections. A BTL is not a minimum setback, but rather an exact setback or range of setbacks that a building façade must be built to.

Building height. The vertical extent of a building measured in stories and feet from finished grade, and not including any portion of a roof, raised basement or a habitable attic. Projections above the roof shall be subject to the height exceptions of Section 12-33(M).

Cantilevered shed roof. A roof having a single slope.

Cornice. A continuous, molded projection that crowns a wall or other construction, or divides it horizontally for compositional purposes.

Courtyard building. A building that occupies the boundaries of its lot while internally defining one or more private patios.

Day-Night average sound Level (DNL). The twenty four (24) hour average sound level for the period from midnight to midnight, obtained after the addition of ten decibels to sound levels for the periods between ten (10) p.m. and seven (7) a.m. local time. The symbol for DNL is (Ldn**)** and is measured in decibels.

Dormer. A window which is set vertically on a sloping roof. The dormer has its own roof, which may be flat, arched, or pointed. Dormer adds additional articulation to the facades and rooflines of buildings.

DNL Contour Map. A graphical representation of the noise exposure around an airport using the DNL metric.

Eave. The overhanging lower edge of a roof.

Facade. See Section 12-503, “Definitions.”

Fenestration. Windows and other exterior openings of a building.

Gray water. Stormwater or wastewater that is treated and redistributed through for irrigation and other nonpotable water needs.

Horizontal mixed-use (attached). A mix of uses whereby different uses are adjacent to each other within the same plot or development. For example, a retail/commercial or office use occupies one building and residential units occupy another adjacent building on the same lot.

Horizontal mixed-use (detached). A mix of uses whereby different uses are adjacent to each other within the same plot or development. For example, a retail/commercial or office use

occupies one building and residential units occupy another adjacent building on the same plot.

Infill. Development occurring within areas that are already predominantly developed and have adequate infrastructure to support the buildout. Also means the retrofitting of new streets within an existing street network.

Liner building. A building, usually shallow in depth, specifically designed to mask a parking lot, parking garage or blank wall from a frontage.

Lintel. A horizontal beam supporting the weight above a door or window.

Loggia. An open-sided, roofed or vaulted gallery, either free-standing or along the front or side of a building, often at an upper level. A covered outdoor room.

Lot frontage. The distance that a lot abuts a street. If multiple adjacent lots of record are under unified control on or after the date of adoption of this ordinance, they will be considered as one lot frontage for the purposes of addressing driveway allowances onto abutting streets.

Live work unit. A dwelling unit that is also the primary place of work, which place of work is located on the ground floor for the occupant of the unit.

Affordable housing unit. Housing for which monthly rents or mortgage payments (including taxes and insurance) do not exceed thirty (30) percent of an amount representing eighty (80) percent of the medium income limits for the Town of Davie, adjusted for family size for the households.

Open space. The following areas shall be considered as part of the required open space, both individually and in combination: landscaped areas; public sidewalks ten (10) feet in width or greater; plazas, courtyards, paseos and other open space types defined herein; outdoor dining and landscaping within any of the above; and, water features. Open spaces that do not conform to a defined open space type in sec. 12-32.519 (ex: required buffers, lawn areas, water bodies without a pedestrian promenade or other recreation component) shall not be considered *common* open space.

Parking structure. A building containing two (2) or more stories/levels of parking, inclusive of the surface parking underneath the second level.

Parapet. A low, protective or decorative wall at the edge of a roof.

Paseo. An covered or uncovered pedestrian passageway that is unenclosed at both ends, located in between buildings or as an integrated feature within the facade of a building that provides access from one street to another street, an alley, or an interior block plaza or parking area.

Pediment. A wide, low-pitched gable surmounting a colonnade or a major division of a facade.

Pergola. An arbor or a passageway of columns supporting a roof of trelliswork on which climbing plants are trained to grow. Pergola's are usually a separate structure from the main building.

Porch. An exterior appendage to a building, forming a covered approach or vestibule to a doorway, the floor of which is raised above the finished grade level of the ground around it and approximately level with the abutting finished floor elevation of the building.

Principal frontage. Those lot lines or building façades that coincide with collector or arterial streets, or otherwise designated as the street along which the front of the building will be oriented.

Story. A habitable floor level within a building of no more than fourteen (14) feet in height from finished floor to finished ceiling, except that the first floor may be up to twenty four (24) feet in height.

Street frontage. The portion(s) of a lot that fronts a street.

Streetscreen. Sometimes called a streetwall; a freestanding wall built along the frontage line, or coplanar with the façade, often for the purpose of masking a parking lot from the road or thoroughfare.

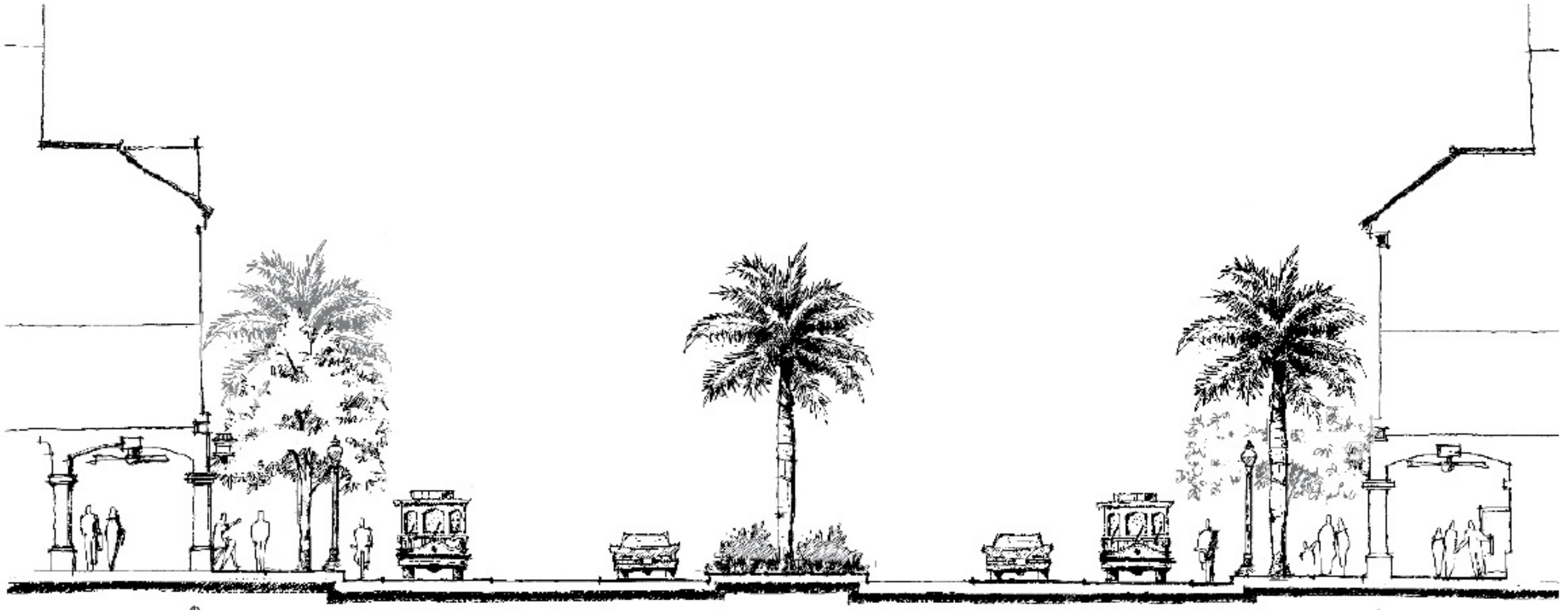
Stringcourses. A horizontal course of brick or stone flush with, or projecting beyond, the face of a building, and often molded to mark a division in the wall. Also called a belt course.

Transit-oriented development (TOD). Mixed-use development that combines a pedestrian-friendly environment with retail or entertainment ground floor uses and significant amounts of office space and housing, and located within one-quarter to one-half mile side-walk route to a transit station. Specifically, a TOD provides continuous, shaded sidewalks with street furniture and minimal driveway interruptions, paseos where appropropriate, and nearly continuous shop frontage.

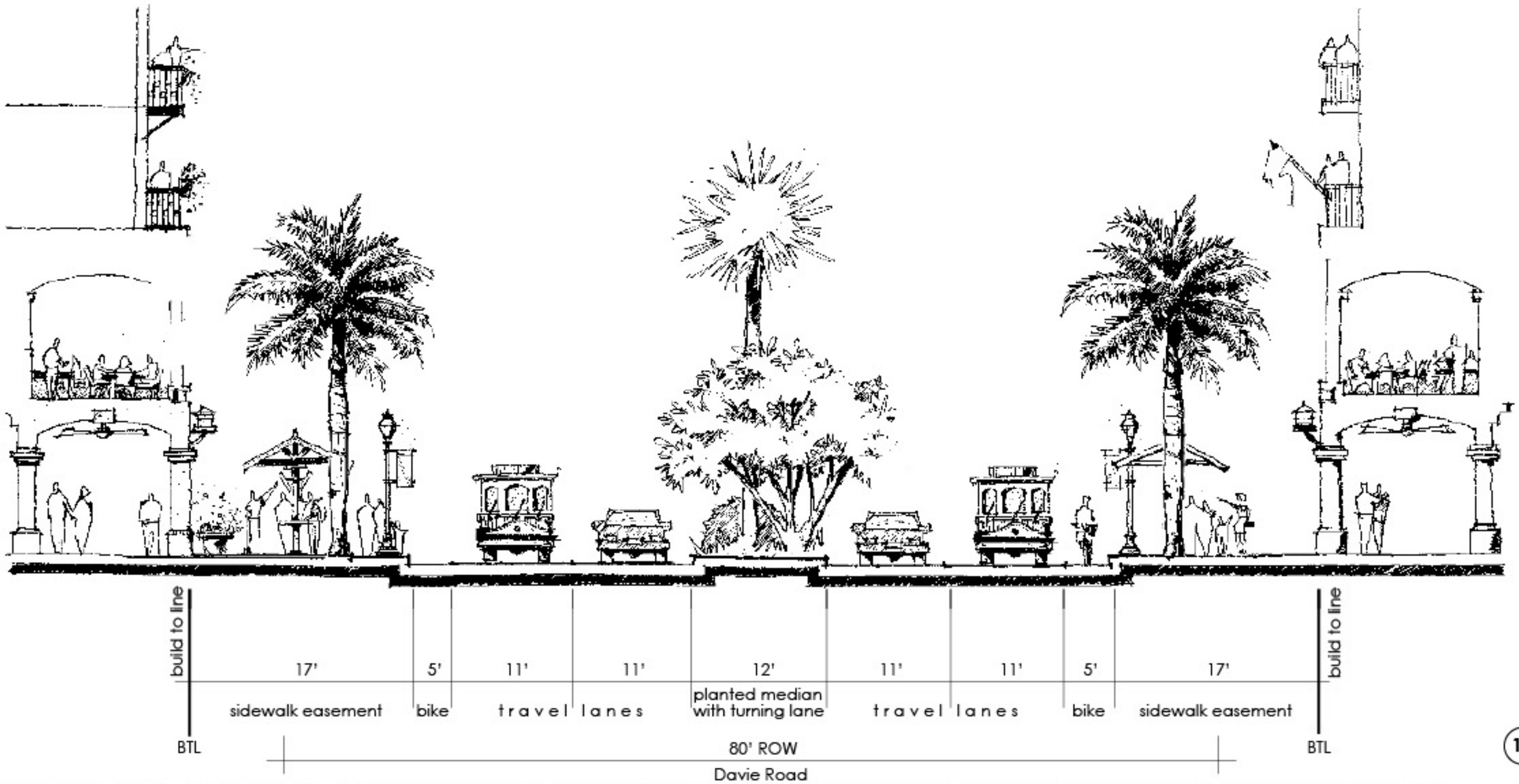
Transit station. A transit stop incorporated into a principal building, and providing an air-conditioned seating area with television and electronic bus location information.

Workforce housing unit. Housing for which monthly rents or mortgage payments (including taxes and insurance) do not exceed thirty (30) percent of an amount representing one hundred twenty (120) percent of the median income limits for the Town of Davie, adjusted for family size for the households.

Sec. 12-32.528. Street sections.


build to line
12'
5'
11'
11'
11'
28'
11'
11'
11'
5'
12'
build to line
sidewalk
easement
bike
travel lanes
planted median
with turning lane
travel lanes
bike
sidewalk
easement
BTL
118' ROW
BTL
Davie Road

1A


build to line
17'
5'
11'
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12'
11'
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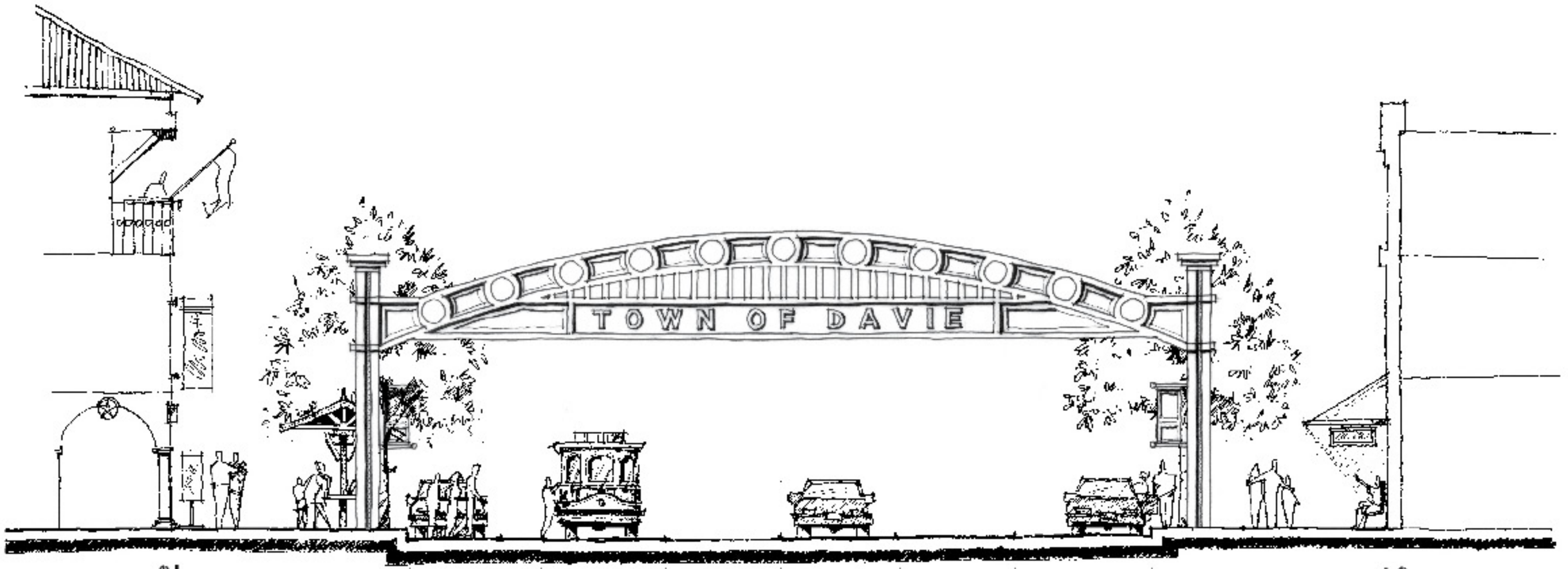
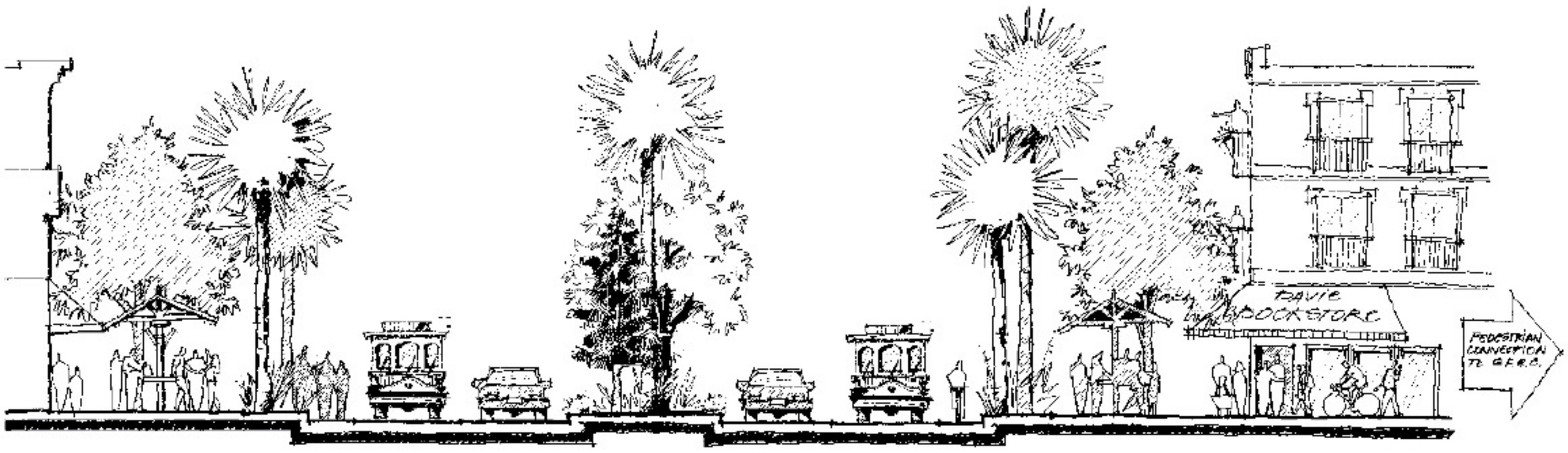
5'
17'
build to line
sidewalk easement
bike
travel lanes
planted median
with turning lane
travel lanes
bike
sidewalk easement
BTL
80' ROW
BTL
Davie Road

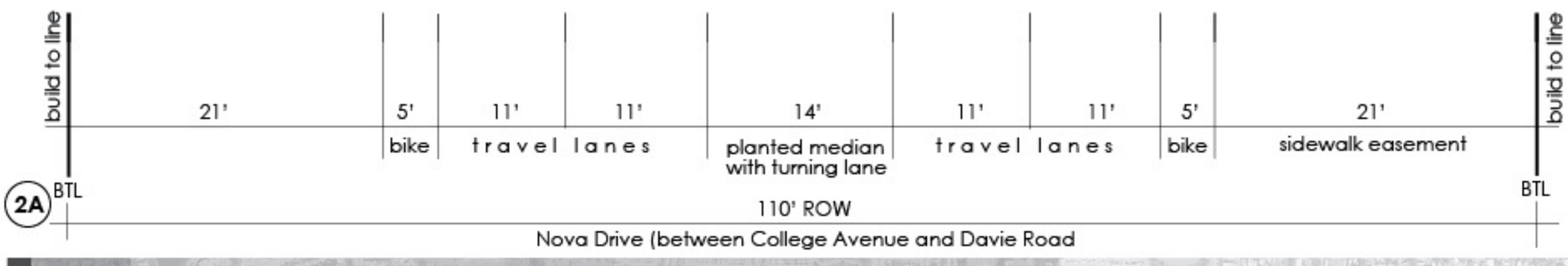
1B



build to line	24'	7.5'	10'	10'	10'	10'	7.5'	24'	build to line
	sidewalk easement (bike lane included)	parking	travel	lanes	travel	lanes	parking	sidewalk easement (bike lane included)	
BTL				80' ROW					BTL
				Davie Road					

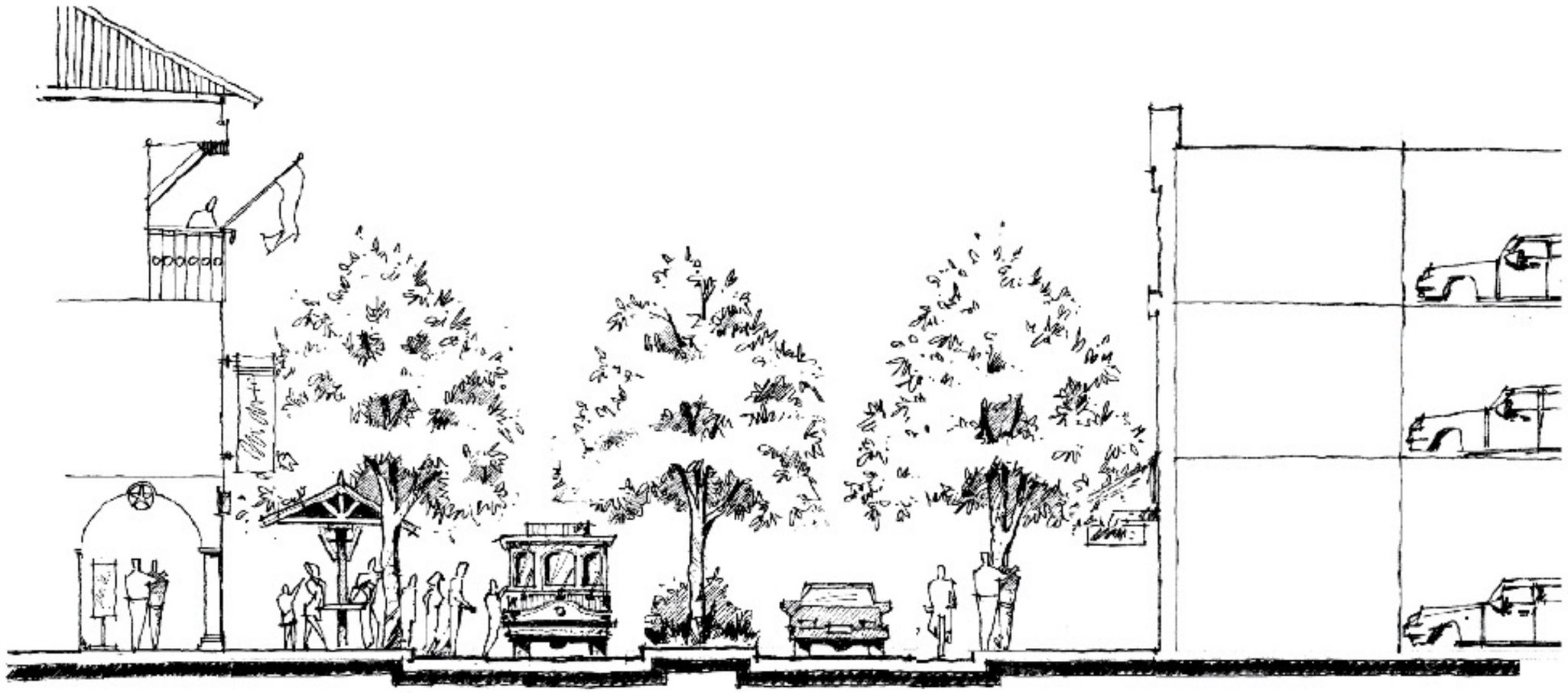
1C

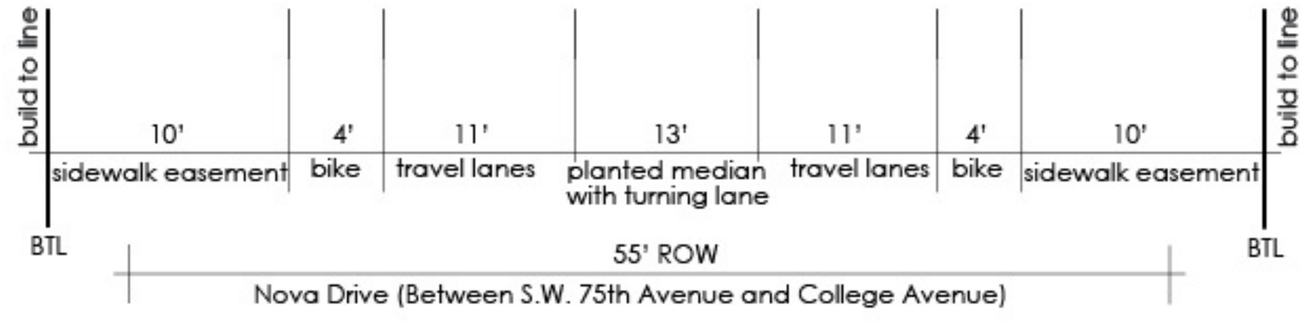

DAVIE
BOOKSTORE
PEDESTRIAN CONNECTION TO G.F.R.C.


build to line
21'
5'
bike
11'
travel lanes
11'
14'
planted median with turning lane
11'
travel lanes
11'
5'
bike
21'
sidewalk easement
build to line
2A
BTL
110' ROW
BTL
Nova Drive (between College Avenue and Davie Road

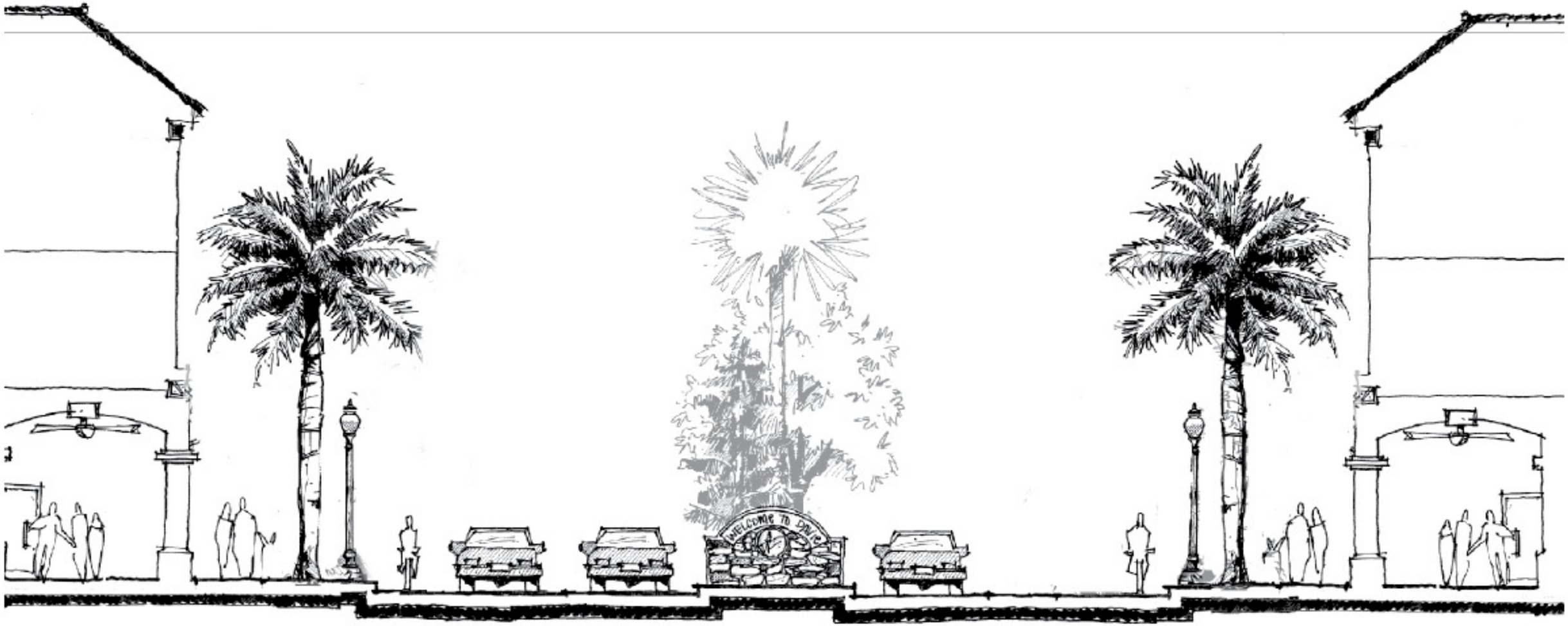

build to line
10'
sidewalk easement
5'
bike
travel lanes
10'
10'
planted median
with turning lane
10'
travel lanes
10'
5'
bike
10'
sidewalk easement
build to line
BTL
BTL
80' ROW
College Avenue

2B

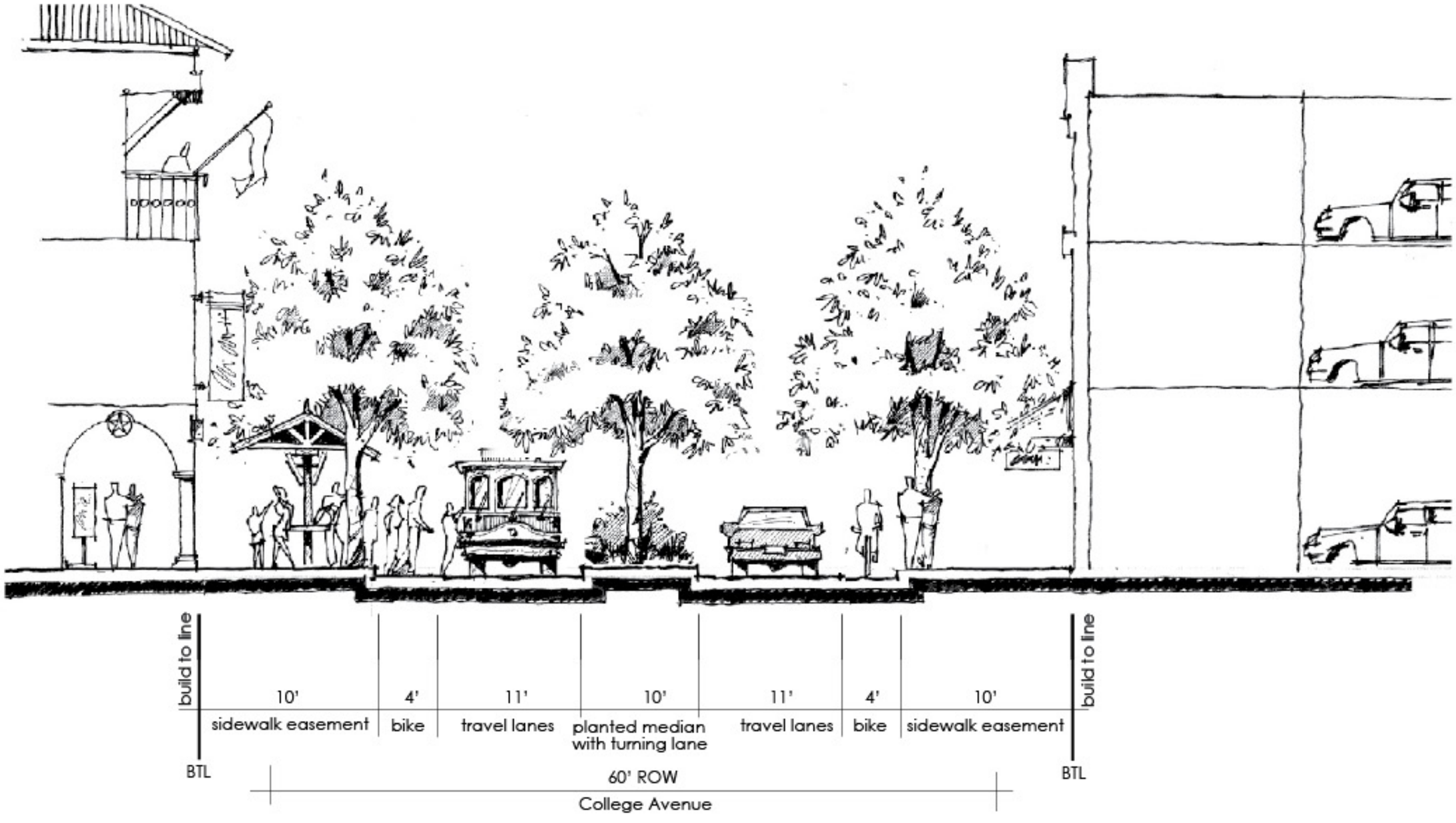



build to line
10'
sidewalk easement
4'
bike
11'
travel lanes
13'
planted median
with turning lane
11'
travel lanes
4'
bike
10'
sidewalk easement
build to line
BTL
55' ROW
BTL
Nova Drive (Between S.W. 75th Avenue and College Avenue)

2C


build to line
10'
sidewalk easement
4'
bike
11'
travel lanes
11'
16'
planted median
with turning lane
11'
travel lanes
11'
4'
bike
10'
sidewalk easement
build to line
BTL
88' ROW
Oakes Road
BTL

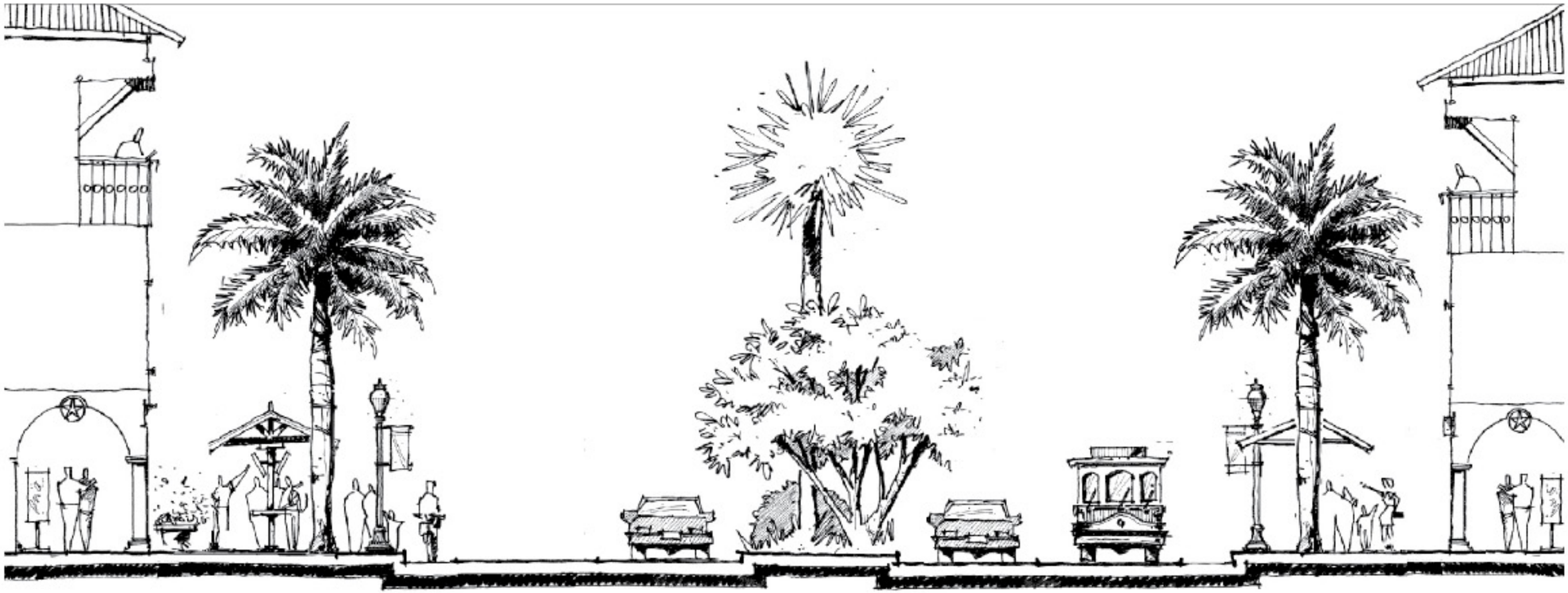
2D


build to line
10'
sidewalk easement
4'
bike
11'
travel lanes
10'
planted median
with turning lane
11'
travel lanes
4'
bike
10'
sidewalk easement
build to line
BTL
60' ROW
BTL
College Avenue

3A


5'
planting
4'
bike
11'
travel lanes
11'
5'
bike
6'
planting
40' ROW
SW 36th Street

3B

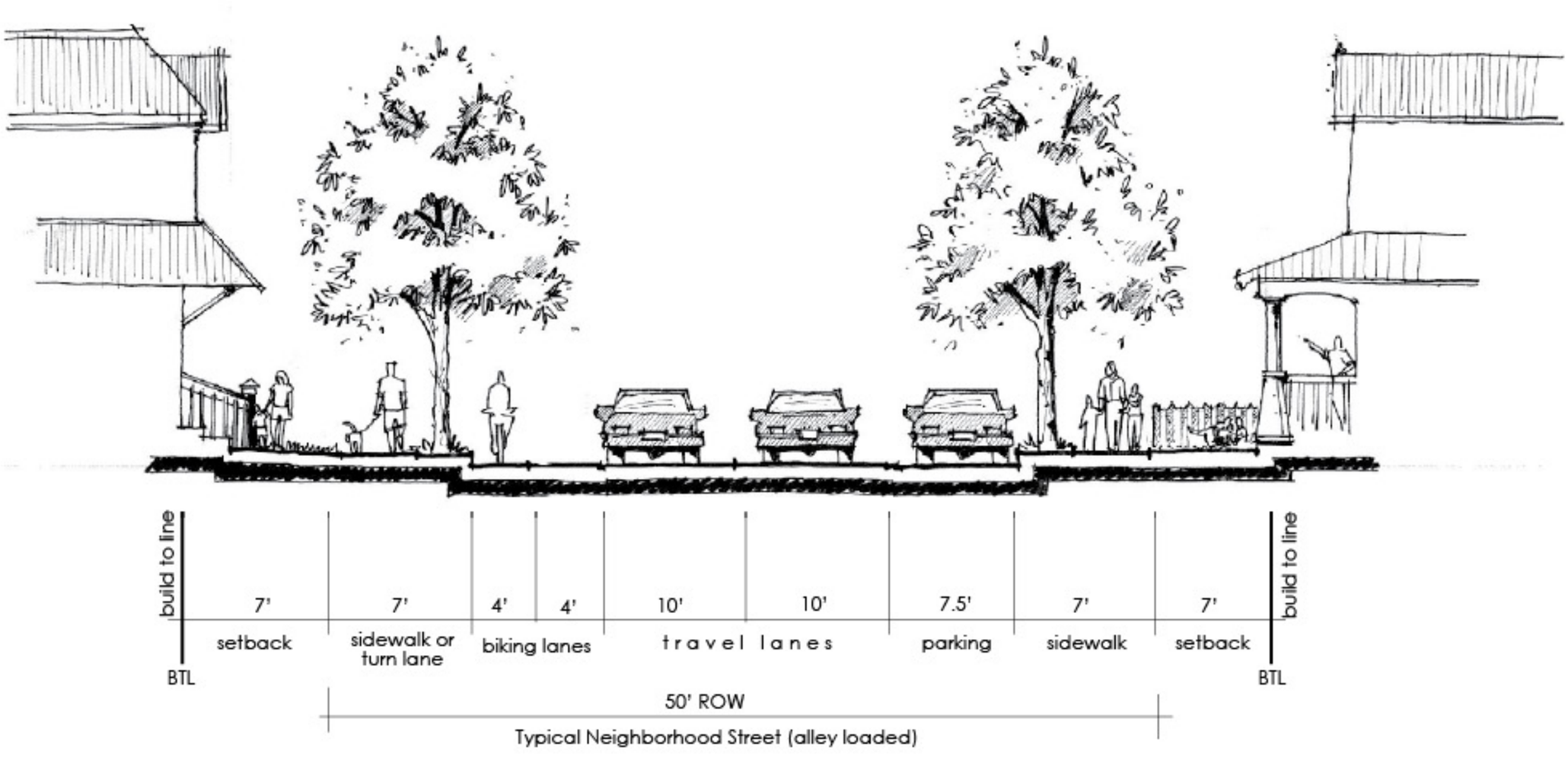


build to line | 8'-16' sidewalk easement and turn lane | 5' bike | 11' travel | 11' lanes | 7'-14' planted median with turning lane | 11' travel | 11' lanes | 5' bike | 8'-16' sidewalk easement and turn lane | build to line

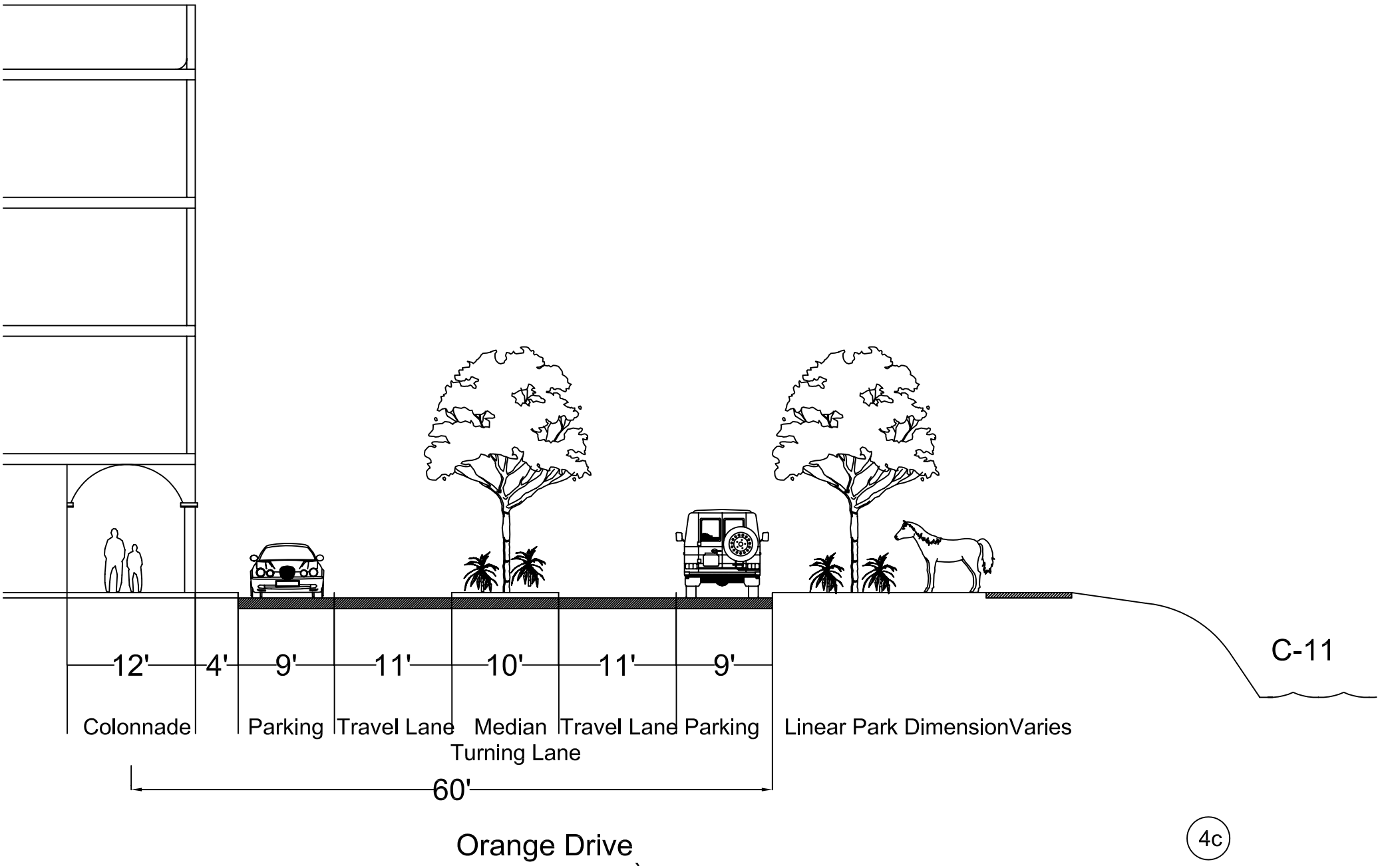
BTL — 100' ROW — BTL

SW 36th Street

3C


build to line
7'
setback
7'
sidewalk or turn lane
4'
4'
biking lanes
10'
10'
travel lanes
7.5'
parking
7'
sidewalk
7'
setback
build to line
BTL
BTL
50' ROW
Typical Neighborhood Street (alley loaded)

4A



Orange Drive

4c